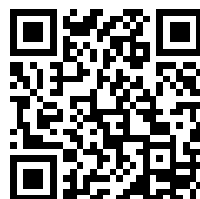

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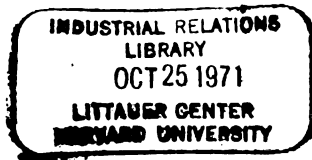




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Order of Railroad Telegraphers (U.S.)

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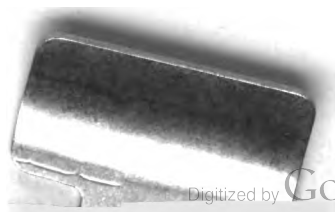
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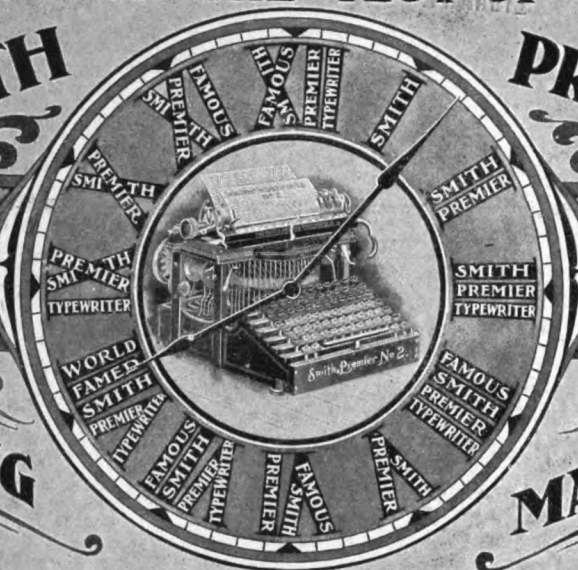
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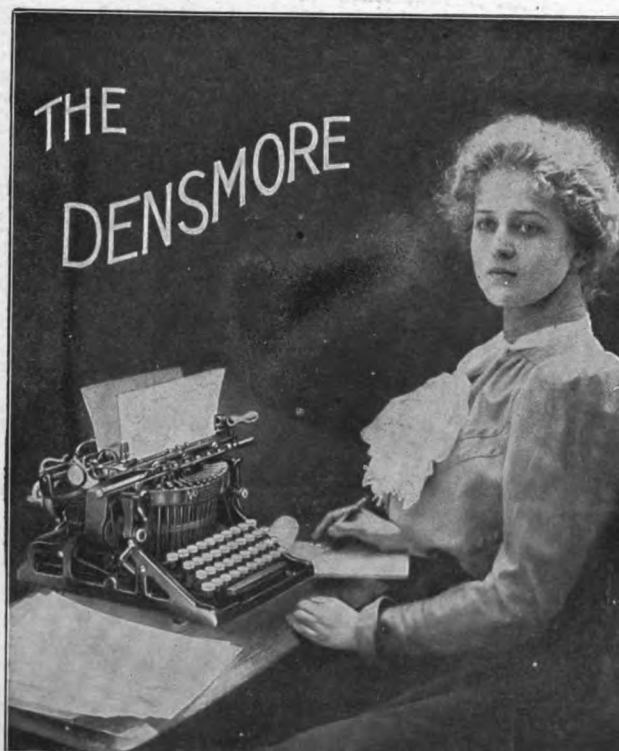
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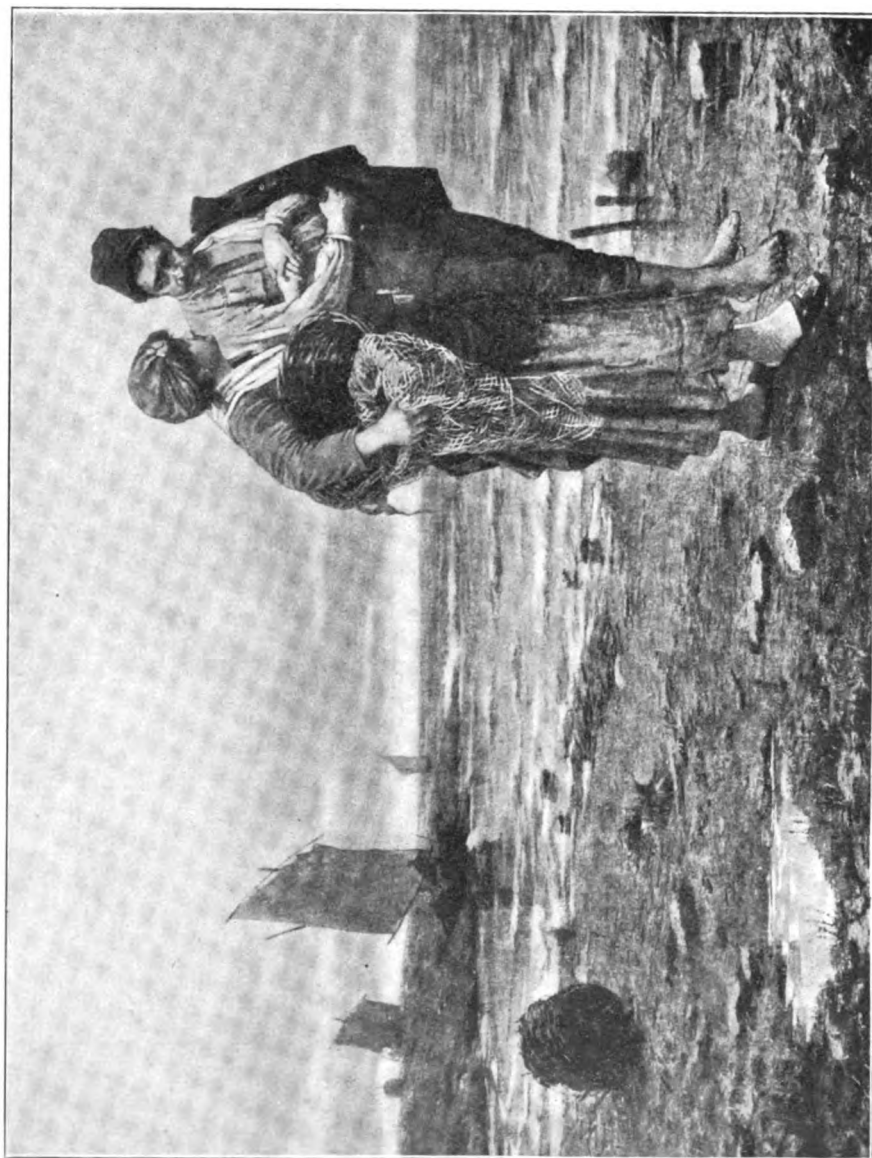


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THE OLD, OLD STORY.

THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.
H. B. PERHAM, EDITOR.



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No. 1.

EDITORIAL

THE NEW YEAR AND CENTURY.

NINETEEN HUNDRED years have passed since the advent of that remarkable Teacher whose life work was considered to be of such vast importance to humanity that the civilized world has numbered the years backward and forward from His time. Nineteen hundred years is a long time, and the teachings of the Master have been either perverted or forgotten. So much so that what is known as Churchianity has taken Christianity's place. Much material progress has been made, it is true, but the brotherhood of man and fatherhood of God is apparently as far off to-day as in the great Teacher's time.

It would be pleasant to have to record that, coincident with the advance of civilization, culture and refinement, the beneficiaries of labor were growing more and

more cognizant of their duty, and that they were striving to help those who help them.


It would cause a cheerful glow to come to the hearts of thousands to record that capital was changing its methods, and from a sense of equity was paying greater heed to the necessities of those who create and maintain wealth by their unremitting toil.

But this is not the case. At the dawn of the twentieth century, to use the language of the street, the wage earner and wealth producer is "up against it." Commercialism is rampant, and men are more eager for wealth and power than ever before. Labor is being denied its just demands; men skilled as union disrupters are being hired at enormous salaries by the corporations, compacts are being entered into by capitalists for offensive and defensive purposes, and there are many indications of lively, and, mayhap, deadly times

in the first half of the twentieth century. There is no middle ground for anybody for any great length of time. The small capitalist of to-day is the wage earner of to-morrow. Soon capitalists, flunkies and thugs will line up on one side, and wealth producers on the other, and the war will be on. The duty of the wage earner is plain. It is to join the union of his craft, simply because unionism is the most potent influence for good in the world, and without it "peonage" is the result. It is the most practical of all the "isms," and along the line of least resistance for reform work.

Let us then renew our efforts and break all records in the first year of the new century for the betterment of ourselves and the generations to follow.

BOYCOTT THE SANTA FE ROUTE.

 HE word boycott is defined to mean in this instance that the telegraphers will use all honorable and peaceable means to divert passenger and freight business to lines other than the Santa Fe.

As indicated in the December issue, a general strike of the telegraphers employed on the Atchison, Topeka & Santa Fe Railroad commenced on the Gulf, Colorado & Santa Fe district of that system on the 6th day of December, and later extended to all parts of the Santa Fe system.

The main cause of the trouble, briefly stated, was that the officials had concluded that it would be cheaper to provoke a strike than to give way to the just demands of the telegraphers. This was evidenced by the well-known fact that while they were sending the telegraphers' committee hither and thither, and delaying them by all kinds of subterfuge, they were opening agencies in all the large cities in the country, and hiring scabs to take their old employees' places. They succeeded in getting quite a number of beginners and half-finished apprentices, along with a few "booze fighters" not eligible to any organization, and with these made quite a showing, but their telegraph service was (and still is) demoralized to an indescribable degree.

In the month of April last the General Committee of the "Gulf Line," as it is

called, waited on General Manager Polk in Galveston, and requested him to consider a revision of the existing wage schedule. The arrangement in regard to overtime had proven unsatisfactory, the matter of ticket commission at various stations needed adjusting, and experience, under the old schedule, had developed the fact that it was necessary to ask for eight consecutive hours' rest out of every twenty-four, except in case of emergency.

These reasonable requests were refused, and the officials insisted upon making reductions in salaries that were already absurdly low. The committee went from one official to another, patiently fulfilling their duty to their constituents as they saw it. They cooled their heels in the ante-room as usual, and waited the comfortable convenience of officials whose evident intention was to wear them out.

On December 6th, after eight months of intermittent attempts at negotiating, and as all peaceable means had been tried and met with failure, a strike was called, in accordance with the constitution of the Order.

On December 8th all the other telegraphers in the employ of the A., T. & S. F. Railway went out in support of their brothers.

The company have made this appear as a violation of contract, but the telegraphers have never agreed to give up their right to quit work as individuals or in a body, no matter what construction any official may put on any clause of the contract.

The clause in question reads as follows: "Article 30. The Atchison, Topeka & Santa Fe Railway Company, on its part, and its telegraphers, on their part, do hereby agree that they will perform their several duties and stipulations provided for in this agreement, until thirty days' notice has been given by either party to the other, requesting a change in the same."

There is nothing in any part of the schedule that provides that anyone shall continue at work regardless of what may be done to them. This clause was meant and fully understood to apply when a change was found necessary to be made by either parties to the contract. This strike had noth-

ing to do with a change in the schedule, as neither of the parties had indicated that a change was desired. It was to protest against a glaring injustice. Certain railway officials are very anxious to destroy the wage-earners' privilege of striking, not because of the inconvenience to the public, but because it causes them to give their men consideration that they would not otherwise receive.

It would be a nice situation if the engineers, conductors, brakemen and firemen were to go on a strike on the Santa Fe, and the telegraphers be forced to take the company's side, and help defeat them on account of Article 30. Such a contract would simply be invaluable to the Santa Fe Company, and they would not be long in taking advantage of it.

It seems that the officials had planned a long time ago to fight the telegraphers employed on the Gulf Lines, and bulldoze the others into remaining at work during hostilities on account of Article 30.

Fortunately the telegraphers were too good union men to fall in with such a scheme, and bravely supported their brothers when the crucial test came. A few showed the white feather, who will, of course, suffer the usual penalty.

The officials, as stated above, had their plans laid for opening employment offices in all the important cities, with the object of hiring telegraphers, but soon found out that nearly all experienced men are organized. They next tried the telegraph schools, as the following letter shows:

JANESVILLE, WIS., Dec. 8, 1900.

Dear Sir—We are authorized by the Atchison, Topeka & Santa Fe Railroad Company to announce its desire to employ a large number of telegraph operators. The opportunity is a good one. If you know of any operators who wish to take advantage of it they should address J. M. Barr, Third Vice-President, Great Northern Building, Chicago. Transportation will be furnished to all those who are given employment. This communication is the result of a personal interview between Mr. Barr and a member of this firm. In applying for employment this letter may be enclosed, if so

desired. Please let us know if you can do anything in the matter.

Yours truly,

VALENTINE'S SCHOOL OF TELEGRAPHY,

By Valentine Bros.

That the Valentine Brothers would fall into such a scheme and help damage the telegraph business was only to be expected. The lads they succeed in gulling are generally unsophisticated, but because a man is misled by a lying advertisement it does not follow that he is dishonorable, and few men want to start off in life with the odium of having "Scabbed it."

There were many shady things done by the officials during the strike. On December 10th a bogus message was sent out to all operators between Kansas City and Dodge City signed J. A. N., these being the initials of General Chairman J. A. Newman. It read thus: "Return to work temporarily, subject to recall at any time. Company have agreed to arbitrate." This caused quite a number to return to their offices.

This is on a par with the action of Third Vice-President J. M. Barr, who voluntarily agreed to arbitrate differences in the first place, and afterwards denied having done so. He also made many material changes in the schedule agreed to by him and the O. R. T. General Committee in April last, after the members of the committee had departed for their homes. One of these changes put an extra hour's service on every night telegrapher on the road. Mr. Barr afterward admitted this, and attempted to justify his action by saying that he had agreed to things with the committee that he ought not to have done.

Our readers may probably recollect that in September, 1898, some police court testimony was published in these pages relating to Brother Dolphin having his mail stolen by creatures in Mr. Barr's employ, who was then very busy with labor difficulties he had stirred up on the Norfolk and Western Railway.

It is such people who accuse the telegraphers of breach of faith.

On December 16th a conference was held at Topeka, Kas., between the General Chair-

men of the Order of Railway Conductors, Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen, Brotherhood of Railroad Trainmen, and the O. R. T. General Committee. At this conference it was agreed that the Chairmen representing the said organizations should act as an intermediary committee between the company and the telegraphers, and they repaired to Chicago to confer with Mr. Barr. After being in session some time without accomplishing anything they retired.

The strike was called off on December 22d at noon, for prudential reasons, and other methods will be employed to bring about a settlement.

Since that time sensational stories have emanated from Chicago in regard to dissension in the ranks of the Order, all of which are as absurd as they are false, and are evidently inspired by Santa Fe people, who have no idea at this time what it means to attack a well-established labor organization. The Order of Railroad Telegraphers has been in existence fourteen years, and during that time has fought many battles. It has suffered reverses, but never a defeat. Even on the Norfolk & Western Railway, the scene of Mr. Barr's former attempts at labor crushing, the telegraphers enjoy a satisfactory schedule, which was granted since he left there.

To figure that the O. R. T. can be damaged by mistatements or set back by the opposition of professional labor baiters is a sheer waste of time. Managers of railway property who know that there are other and more important questions for them to work upon than the reduction of wages and curtailing of the privileges of the men, will watch the outcome with equanimity.

The Santa Fe lines are paralleled by competing roads that are fair to their telegraphers, as well as other employes, notably the Missouri Pacific, Iron Mountain & Southern, and Southern Pacific. It is hoped that members and friends will do their best to divert traffic from the Santa Fe until such time as that company is prepared to do what is right. Our fight is the fight of every wage earner in the country.

A MEAN POLICY.

SUITS aggregating \$109,000 have recently been brought against the Southern Railway Company by passengers who were injured in the collision on that line that occurred at Belt Junction near Lynchburg, Va., on the morning of June 14th last. One of the trains was the Southern Accommodation, commonly known as the Southern Belle, and the other was Train No. 12, which is a fast passenger running between Atlanta, Ga., and Richmond, Va. It was claimed at the time that the train order, which would have caused the Belle and the fast passenger to meet at Belt Junction was sent to the Belle, but was not given to the fast passenger, and it was allowed to pass Belt Junction. After stating all of these facts, each of the petitions alleged that the company was negligent in failing to deliver the train order to No. 12, and in permitting the train to pass the meeting point. It is also alleged that the telegrapher employed by the Southern Railroad Company at Belt Junction, who had charge of delivering train orders to trains on that day, was incompetent and inefficient and was what was then called a "scab operator," and that the company was negligent in keeping him in that position. It is a significant fact that one of the petitioners is Mr. W. Z. Davis, who was the engineer of the fast passenger train No. 12. He asks for \$25,000 damages and alleges that he was injured in such a manner that he is crippled for life. To look at this and similar incidents in an unbiased way it is sufficient to call wonderment in regard to the character and disposition of men who have charge of such railways. Sooner than agree to make a contract with their telegraphers, insuring them fair living wages and proper rules and regulations in regard to the duties that they are supposed to perform, these men are more ready to go into court and fight law-suits for damages, and more willing that men, women and children shall be seriously injured and crippled for life, than that they should do the fair thing by the men they employ. It is well known and generally admitted that where men have intelligence enough to properly organize for


their own protection, that they are competent in the highest degree to look after the safety of persons and property that in a measure are entrusted to their care. It is also well known that on union roads where all classes in the train service are working under contractual relations with their employer, that accidents are reduced to a minimum, thefts of property in transit never occur, passengers and shippers are treated courteously, and the business of the company assiduously promoted night and day, with the result that both railroad and employes prosper alike.

It is entirely different on non-union roads manned by pompous and ignorant officials, whose employes have little more spirit or intelligence than the chattel slave of old.

It would be good policy for the owners of railroad property to hire men to manage it who were of sufficient capacity to understand that all employees have rights as men and citizens that should be respected.

To earn dividends wrung from overworked and under-paid men is not a satisfactory way of doing business from any point of view, but a gleam of comfort can be had from the situation in that such a mean policy cause unions to flourish where none would exist if the officials were mindful of the golden rule.

THE TWENTIETH ANNUAL CONVENTION OF THE A. F. OF L.

 THE twentieth annual convention of the American Federation of Labor convened at Louisville, Ky., on the morning of December 6th, with the largest body of delegates present that ever assembled since the Federation was formed. The Federation has, during the past year, experienced an unprecedented growth, both in numbers and influence. It has now affiliated to it no less than 82 national and international unions, with 9,494 subordinate local unions, having an aggregate membership of 804,050. In addition to these beforementioned general unions there are at present writing, 1,051 independent chartered local unions, having 79,150 members, making a total of 10,545 unions, with a membership

of 883,200. These figures are exclusive of the membership indirectly affiliated through the medium of the central labor unions of 205 cities and 16 State Federations of Labor. Thus it would be safe to conclude that the grand total membership approximates one million members in good standing, or nearly four-fifths of the entire known number of trade unionists on this continent. Each succeeding year this immense mass becomes more closely knitted together, and more clearly recognizes its mutual interdependence. With the establishment and growth of adequate protective and beneficial funds, the influence exercised by such a body will prove irresistible.

In a recent circular the objects of this organization are set forth so clearly that little more can be said in regard to it. The circular reads as follows:

The A. F. of L. does what all federations of labor unions do, attempts to give solidarity to the labor movement by getting the various sections of the labor army into touch with each other. It refuses to admit that occupation can be a barrier to the community of interest running through the wage-earning masses. From its inception it has taken the stand that while unions of miners, sailors, shoemakers, cigarmakers and printers must each and all be left entirely free to govern themselves within their own borders, yet, that between the members of all these unions there should be a bond, as great as that between the members of the same union. The great aim and object of the Federation is to strengthen that bond, and its method is, by organization, education and inculcation, to place the labor movement upon a higher and more effective plane. The strength of a chain is in its weakest link, and the Federation, therefore, endeavors to organize all labor, recognizing that while many non-unionists may be sympathetic with unionism, yet that the unorganized are far more exposed to the pressure of unjust conditions than are the organized, and, being thus necessarily weaker in maintaining wages, keeping down hours, and resisting other encroachments, are the source of constant danger to the organized as well as to themselves. And there is this, that the American Federation of Labor has already done: It has large-

ly swept away the old and foolish jealousy that existed between the skilled and unskilled workmen; it has taught the great lesson that a man is a man, no matter whether he sets type or scales the ladder, whether he sews the garment together or sells it behind the counter, whether he makes the machine that spins the cotton or gathers the cotton in the field. Whatever a man may be, so long as he works honestly and seeks to wrong no other man, or to advantage himself at the cost of another, he is a man. The Federation maintains this and seeks to swing all into line regardless of how they may happen to be employed.

The Federation is opposed to strikes, as are all peaceful institutions; but when struck, it will strike back as best it can. Strikes are barbaric in the act, but highly moral and absolutely necessary when forced by aggressive employers who would curtail the liberties of a portion of the community for the advancement of another who refuses fair and open conference and adopt arrogance and forceful measures. Though strikes do not always win, even those that are lost at least induce the employers to forbear in the future and teach them a lesson they do not readily forget, that labor is the most important factor in production, entitled to consultation on the wages, hours and conditions under which labor shall be performed. Strikes pave the way to voluntary arbitration, but that such arbitration shall not be one-sided, labor must be possessed of determination, steadfastness, business methods, and perfected organization, the highest form of which is had in federation.

There are four railway labor organizations affiliated with the Federation, namely: The Brotherhood of Railway Trackmen, the Brotherhood of Railway Carmen, the Order of Railway Clerks of America, and the Order of Railroad Telegraphers.


Messrs. Dolphin, Auston and Perham were elected to represent the Order of Railroad Telegraphers at the Louisville Convention, but on account of the Santa Fe strike Bro. Dolphin was detained in Galveston, and did not attend. Bro. Perham attended for the first three days, and was then relieved by Bro. Auston. One of

the interesting features of the convention was the attendance of three fraternal delegates from other countries—Pete Curran, Organizer of the Gas Workers' Trades Union, Chairman of the General Federation of Trades Union of Great Britain; John Weir, of the British Miners' Union, who hails from Dunfermline, Scotland, and Mr. David A. Carey, of the Canadian Trade and Labor Congress, all of whom, in their addresses to the convention, reported a season of unprecedented prosperity during the past year in their respective countries, but singularly enough failed to give American politics credit for the same.

The election of officers resulted in the re-election of Samuel Gompers for President by a unanimous vote; James Duucan, of the Granite Cutters' National Union, First Vice President; John Mitchell, of the United Mine Workers, Second Vice President; James O'Connell, of the International Association of Machinists, Third Vice President; Max Morris, of the Retail Clerks' International Association, Fourth Vice President; Thos. I. Kidd, of the Wood Workers' International Union, Fifth Vice President; D. A. Hayes, of the Glass Bottle Blowers' Association, Sixth Vice President; John B. Lemon, of the Journeymen Tailors' Union, Treasurer; Frank Morrison, of the International Typographical union, Secretary; Daniel J. Keefe, of the International Longshoreman's Association, fraternal delegate to the British Trade Union Congress; Joseph Valentine, of the Iron Moulders' Union, second delegate to the British Trade Union Congress; J. R. O'Brien, of the Retail Clerks' International Association, fraternal delegate to the Canadian Trade and Labor Congress.

The next convention will be held in Scranton, Pa.

BOYCOTTING DEFINED.

S the word "Boycott" has not been given a place in standard dictionaries, and its meaning has not been defined by some one whose dictum would be considered of sufficient authority, it becomes necessary for those who have occasion to use the word to explain exactly

what they mean by it. When it is used in these pages it means to peaceably and lawfully refrain from patronizing the individual or corporation boycotted, and also advising others to refrain from patronizing him, them, or it.

Courts have taken considerable latitude in defining the word, some taking it to mean assault and battery, riot, murder, etc., and placidly handing down decisions in accordance with such far-fetched definitions. Publications can use the word and keep clear of legal entanglements by giving their definition of the word, thus taking away the opportunity for any one else placing a meaning upon it that was not intended.

In regard to the question as to the legality of boycotting as above defined, it is perfectly clear that if a man does not want to ride on the Atchison, Topeka and Santa Fe Railway, because of their shabby treatment of telegraphers that he can refrain from doing so. It is also perfectly clear that he has the right to advise his mother or any other relatives or friends from patronizing that road. It is also clear that if a man is going to leave Illinois for California, and he is not sure of his route, and he asks the ticket man, that ticket man can advise him to go by a route where the employes are all satisfied and he will not need an accident ticket.

It is true that in the United States a billion dollar corporation has equal freedom with the man whose total capital is a ten-cent piece. The man with the ten-cent piece cannot control legislatures or municipal governments, while the corporation, being free from restraint of any kind, can do it easily and thereby gain an advantage not enjoyed by any individual.


Although this inequality of opportunity exists and the troublesome problem grows day by day, the billion dollar corporation cannot prevent the poor man from talking—at least not yet.

Railroads boycott one another vigorously and openly, but they attempt to prevent it when the wage slave uses it against them as a weapon of defense.

Reporters and newspaper men generally avoid the word boycott, anticipating that it is in some way unlawful. There is absolutely nothing to fear so long as the mean-

ing of the word is defined by the user and nothing unlawful is intended.

MAN AS A LAW MAKER.

 STORY has been told recently of a railroad employe who received a list of cars to be burned up on account of being worn out and unfit for further service. Among the cars was a brand new one just from the manufacturers, but as the number and initial tallied with that on the list, it was burned with the others, and afterward, when a mistake was discovered in the list, the employe was exonerated from blame because he had simply obeyed orders. Some think the man was to be blamed for his action, others not.

It is well known to men of experience that at times it pays to disregard rules and instructions, and act on one's own judgment, and those who exercise discretion at the proper time are those who succeed in railroad or any other kind of business. Yet the benefits derived from discipline cannot be lightly estimated, nor is it the intention to do so. A peculiarity, distinctively American, is the independent action of railroad men, firemen, soldiers and sailors, who, while exercising their own judgment still have a due regard for laws, rules and discipline. He is less of a machine than any other countryman in the world pursuing a similar occupation.

Notwithstanding this altogether laudable trait of character, there is at times displayed a reverence for man-made statutes that is simply absurd where it is not pathetic.

Statutes that are wrong in principle and work injury in practice should be eliminated at the first session of Congress or the Legislature, as the case may be, instead of being allowed to stand as a menace to the people. They breed contempt for all law. Close scrutiny shows that the statutes enacted by man are invariably defective. The laws of the Universe are different. It is true that their enacting clause is not put in any form of words, neither do they name their penalty, but these laws are always in force and to receive the penalty in full it is only necessary to violate one of them.

Eltweed Pomeroy, the famous advocate of Direct Legislation, has compiled a few interesting facts in regard to man as a law maker that throws a comical side on the subject. He says:

A great many of our laws are absolutely unenforceable. They are absolutely so trivial or so foolish as to weaken that reverence with which we are all taught to regard legislation. Among the curiosities of recent state and city legislation are the following interesting bills and ordinances:

The last Legislature of Missouri passed a bill called the "Pure Beer Law," which provides that nothing shall be used in the manufacture of beer except hops, barley, malt, yeast and rice. The people of Missouri are wondering whether they will take their beer in solid form, or how. Perhaps someone will invent beer tablets.

In Louisville in the winter of 1898 there was a terrible hubbub which threatened to change the whole course of its politics. Some good people petitioned the grand jury about the open saloons and gambling houses. One of their number who was in favor of the "wide open" policy, recollected a law which prohibited the keeping of red-birds, martins or other wild song-birds in cages, and by noon the next day 400 citizens had been ordered to let their redbirds go or pay the fine. The clamor became so great that the enforcement of the law was suspended, and, of course, those who were willing to condone the lack of enforcement of one law could not vigorously demand the enforcement of the law against faro banks, crap games and pool rooms.

In 1897 Missouri had a "Single Tax Law," and fined widows and maidens "not less than \$100 nor more than \$500" for rejecting a man. It was finally amended to add to the fine the provision that the fair one should darn the socks and sew on buttons for the rejected suitor for six months. This laughed it out of the House.

In 1898 the New Jersey Legislature sent to be engrossed a law for taxing bachelors. It is about on a par with the one introduced in 1896, in the same State, prohibiting the picking of huckleberries with the feet.

At Albany one of the Tammany legislators who did not know a bill from a highwayman's billy, was told he ought to have

a law named after himself; so he introduced a measure that made it a penal offense to put less than thirteen oysters in a stew.

Another Albany legislator introduced a bill making it a felony to entice bees away from their owner. This was finally killed by a member who moved that every bee should have its owner's name and address stamped on its sting for identification.

But this is not worse than the ordinance introduced into the Common Council of New York city, which its mover explained as follows: "One of the greatest perils of this big city," he said, "is the danger of being run down by street cars. Every person hit by a street car is struck by the front platform. Now, the remedy is simple. My resolution abolishes front platforms."

Bill No. 25, of the Kentucky Legislature, reads: "It shall be unlawful for any person to fire or discharge at random any deadly weapon, whether said weapon shall be loaded or unloaded."

In South Carolina private dispensaries became so obnoxious that a bill was introduced making it unlawful for a citizen to wear hip pockets in his trousers, the minimum penalty being \$150 fine and six months imprisonment.

The Kansas lower House of 1898, while one of their members with an unpronounceable Russian name was absent, rushed through a bill changing his name to Pat Murphy.

An illustration of the occasional tragedies of our law making is seen in a law passed last year in the Pennsylvania Legislature. The miners of that State had been endeavoring for years to obtain a law prohibiting the payment of wages in store orders. At last they succeeded, but in some committee the words "on demand" were inserted, so that the law reads: "All wages shall be paid in cash on demand."

The law is thus rendered utterly useless, for when a miner demands his wages in cash he is at once laid off or discharged.

A courageous Indiana legislator proposes to fine a baggageman every time he throws a piece of baggage from the car down to the platform.

The law makers of Texas have made a bid for our foreign travel by bravely pass-

ing a resolution that the skies of Texas are bluer than those of Italy.

A righteous Tennessee Senator would "forbid any person to linger or loiter on any street, alley, road or lane in the vicinity of any young ladies' boarding school."

Rhode Island has recently got into a peck of trouble on social questions. One of the courts has just passed on an ambiguous law of some 50 years ago, according to which there has not been a legal marriage in that State for half a century.

In 1896 there was a wave of legislative sentiment against tall hats in theaters. Bills were passed in New York, New Jersey, Illinois, Missouri, Nebraska and Colorado. In the latter State there is a fine of \$25, and damages not to exceed \$60.

Minnesota legislators presumably duly considered the phrenology bills submitted

to them by the honorables. One of them provided for a State phrenologist, who should examine not less than 2,000 heads a year.

In Wisconsin some barber Legislator introduced an anti-whisker law, so that there might be more shaving.

Missouri would prevent its people from eating green watermelons by appointing a watermelon inspector, and the bill was only defeated when a venerable member moved that the inspector's title should be "The Official Plugger, Muncher and Taster of the State of Missouri."

And so it goes, almost *ad libitum*. No limit can be set to the freaks and follies of legislation as long as our present slipshod and unsatisfactory methods of law-making continue.

Editorial Notes

Under existing circumstances an up-to-date union man is by far the highest type of manhood.

The initials of the Santa Fe Route and the Southern Railway are the same. Curious coincidence.

A copy of the revised constitution has been mailed to every member of the Order in good standing on December 31, 1900.

Very few of us will live to see the present century out. Now is the time to take out a certificate in the Mutual Benefit Department.

Happenings in the telegraph department of the Santa Fe Route will make interesting reading. News from along the line will be thankfully received.

It sometimes looks as if everyone else but a telegrapher is perfectly satisfied that telegraphers ought to be overworked as well as underpaid.

The editor heartily reciprocates the goodwill expressed by many kindly correspondents, and takes this opportunity of wishing them long life and prosperity.

The telegraphers employed on the Northern Pacific Railway start the new year with

a revised schedule, the management readily conceding the identical rules refused by the Santa Fe.

The struggle between the wage earner and the employer is the battle of the age. The worker who will not enlist in the cause of justice and reform might as well never have been born.

The *Kansas City Journal* was exceedingly unfair and very bitter toward the striking telegraphers on the Santa Fe. A little bit of cardboard, yclept an annual pass, probably accounts for it.

All members of the Order who can do so are invited to be present at the institution of the new Division at Camden, N. J., on January 27, 1901. Ample arrangements will be made to take care of visitors.

This month will see new Divisions of the Order of Railroad Telegraphers established at Camden, N. J.; St. Louis, Mo.; Altoona, Pa.; Mahoning City, Pa.; Manila, P. I.; besides three fair-sized system divisions.

Friends of the O. R. T. and members thereof should not let a pound of freight or a passenger go over the Santa Fe Route that can be sent by the Southern Pacific, Missouri Pacific, or any other competing line.

The Georgia House of Misrepresentatives recently killed a bill aiming to prohibit children under twelve years of age from working in the textile mills at night. Chivalry thus makes its obeisance to the Golden Calif.

Personal grievances of an entirely imaginary character often cause the disruption of a Local Division that ought to remain a well established center of unionism and fraternity. The habitual kicker and selfish grievance man has a lot to answer for.

Father Time has turned a new leaf in his book and poor mortals would give much to scan the page. Whatever the story it must indicate better times coming for the wage earner and wealth producer. Dollars to doughnuts it treats of that subject, or a collision between classes.

The famous old *Delineator*, which for twenty-seven years has occupied a unique position in the American magazine world, makes a great departure with the January number, just out, by printing a prospectus of what will appear in the twelve issues for 1901. The science of housekeeping, the care of children in sickness and in health, the art of living and of living well, a life progressive in a home beautiful—of all these things The *Delineator* is acknowledged to be the best exponent in the world.

The remains of Mortimer D. Shaw will be removed to their final resting place some time before the end of January. The question of location has caused delay, but it will be settled shortly. The telegraphers of St. Louis will defray all the expenses of removal and purchase the lot, and the money raised by subscription elsewhere will be expended in erecting a tablet or monument as means will permit. Fifty-eight dollars and ninety cents has been subscribed so far. Intending remitters should send money to H. B. Perham at St. Louis at once, as the subscription will soon close.

We have received a copy of the by-laws of the Railroad Employees' Mutual Investment Society of San Jose, Cal. The object of this association is to afford to its members a safe and profitable investment of their savings; to encourage frugality and thrift; to acquire, develop and dispose of real property; to loan money on real estate and other adequate security, and to provide the advantages incident to mutual accumulation and investment.

Its official roster is as follows: F. L. Watson, President; W. H. Haydock, Vice-President; C. M. Wooster, Secretary-Man-

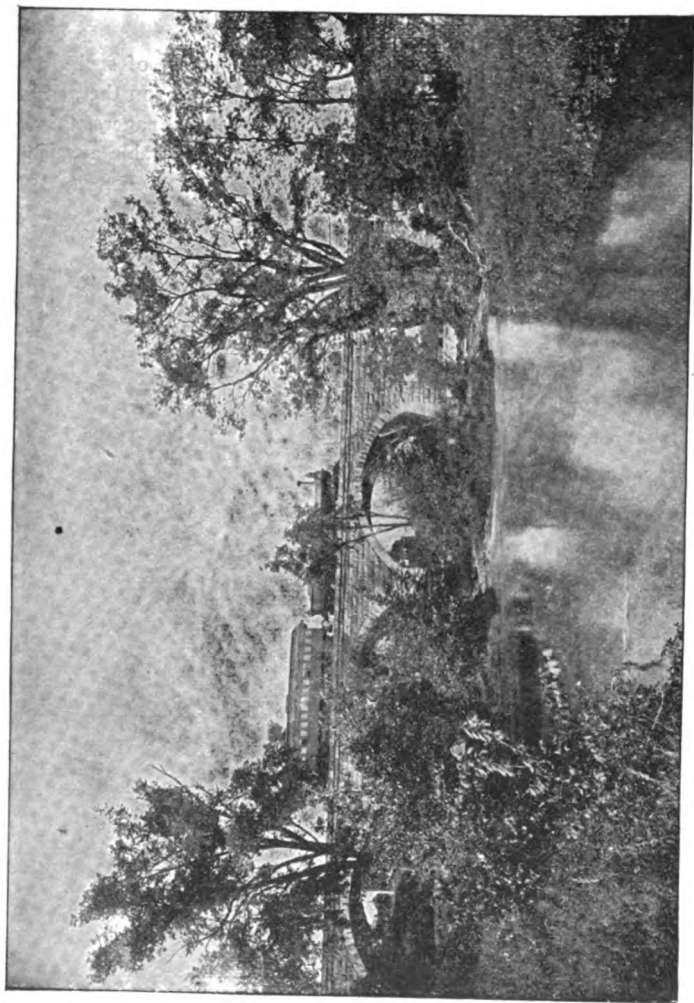
ager; Garden City Bank and Trust Co., Treasurer. Its directorate is composed of F. L. Watson, passenger conductor, representing O. R. C.; Richard Powell, engineer, representing B. of L. E.; R. L. Duggan, fireman, representing B. of L. F.; George Fisher, baggageman, representing O. R. C.; Robert Danneberg, agent Palo Alto, representing O. R. T.; R. M. McManigal, passenger conductor, representing B. R. T.; W. H. Haydock, agent San' Jose; H. F. Emlay, ticket agent San Jose, representing A. R. T., and C. M. Wooster, who has been thirteen years in the employ of the

Southern Pacific Company as agent at important points along the line.

The General Manager of the Southern Pacific Co. has directed that orders given on their paymaster in favor of this society shall be deducted from the payrolls of the company, thus assisting the society in carrying on its business at a very limited expense.

As the success of such an enterprise depends entirely upon the good sense and integrity of its managers, this concern starts under most favorable auspices.





CONESTOGA BRIDGE.
(Courtesy Pennsylvania Railroad Co.)

PERSONAL MENTION

BORN.—To Bro. and Mrs. B. F. Crockett, of Caruthersville, Mo., on December 8, 1900, a fine eleven-pound O. R. T. girl.

BORN.—To Bro. and Mrs. W. D. Carr, of Waterford, Pa., on November 12, 1900, a nine and one-half-pound girl. All doing well.

BORN.—To Bro. and Mrs. J. B. Benham, of Mankato, Kas., December 30, 1900, a fine eight-pound O. R. T. girl. Bro. Benham is the happiest man on the C., B. & P.

BORN.—To Bro. and Mrs. E. L. Keyes, of Great Works, Me., October 22, 1900, a nine-pound O. R. T. girl. Bro. Keyes is the worthy Secretary and Treasurer of Old Town, Me., Division No. 11.

BORN.—A young miss arrived at the home of Bro. and Mrs. L. Stevens, of Valley Park, Mo., on January 4, 1901. "Steve" says, which she may not be the whole Western Union, he thinks she's an O. R. T. girl, as she has her "sounder" with her, good and strong, wound to not less than 250 ohms.

BORN.—To Bro. J. Obyrne and wife of Neosho, Mo., on November 7th, a ten-pound O. R. T. boy. Mother and child are doing nicely, and Joe is the proudest boy on the K. C. S. Ry. System. Bro. Obyrne is cashier in the local office at Neosho, Mo., and was for several years Secretary and Treasurer of Division No. 5.

MARRIED.—At Jarvis, Ont., November 7, 1900, Bro. B. F. Butler, of Pima, Ariz., to Miss Agnes Wright, of Jarvis, Ont., at the home of her sister, Mrs. Henry Johnson. Congratulations.

MARRIED.—Bro. Franklin Hunt Williams and Miss Helen Everett Wheeler were united in matrimony at Clifton, Kas., Wednesday, December 5, 1900. At home after December 15, No. 434 E. Forty-seventh street, Chicago, Ill. Congratulations.

MARRIED.—On December 17, 1900, E. H. McKibben, of Dayton, O., to Miss Litta Will, of Jamestown, O. Bro. McKibben is Local Chairman of the Wellston Division of the C., H. & D. Ry., employed as day operator at east yards. The telegraphers extend congratulations to the happy couple.

MARRIED.—At Covington, Ky., January 1, 1901, Bro. Wm. Traber, the able and efficient agent and operator at Concord, Ky., to Miss Amanda Hines, of the same place. Bro. Traber is a member of C. & O. System, Division No. 40. The telegraph fraternity extends congratulations.

MARRIED.—At the chapel, Lytton, B. C., by the Venerable Archdeacon Small, Bro. Wm. S. Clark, of Machias, Wash., to Henrietta Edwards, of Toronto, Ont., third daughter of Edward Edwards, Esq., and grand-daughter of the late Henry Edwards, of Bannington Rectory, White House, Norfolk, England.

MARRIED.—At the residence of the bride's parents, Bro. Louis Kreshner, of West Line, Mo., to Miss Elsie B. Hendricks, of Ft. Scott, Kas., on December 5, 1900. Bro. Kreshner is one of the charter members of Division No. 5, and holds the esteem of all who know him. The telegraph fraternity extend congratulations.

MARRIED.—In Kansas City, Mo., on October 29th, Bro. D. E. Chambers, of Merwin,

Mo., to Miss Anna E. McNeil, of Eldorado Springs, Mo. The happy pair left the following morning for Portland, Ore., where they visited friends, and then took steamer to San Francisco, spending a month taking in the sights along the Pacific slope. At home at the old stand, Merwin, Mo., where Bro. Chambers is agent and operator. Congratulations.

DIED.—Alexander S. Bowles, brother of M. P. Bowles, of Garnett, W. Va., died of typhoid fever at Witcher, W. Va., December 14, 1900. The membership of C. & O. System, Division No. 40, offer their condolences.

DIED.—Mrs. Norton, the beloved wife of Bro. Hugh Norton, of Brock, Neb., died December 9, 1900, aged 30 years, 10 months and 15 days. She leaves a devoted husband, daughter and a son to mourn her loss. Bro. Norton is a member of Missouri Pacific System, Division No. 31. The telegraphers extend sympathy to him in his great loss.

WANTED.—Present address of S. S. McDermit. Mac, write me, important.

W. S. SEMMES,
Sardis, Miss.

Mr. D. H. Lavenburg, formerly chief dispatcher of the Wheeling-Lake Erie, at Toledo, has been appointed chief dispatcher of the Toledo, Fremont and Norwalk Railway, which is operated entirely by electricity.

WANTED.—Present address of T. Henry Line, formerly with the Pennsylvania Railroad, but last heard from with the C., B. & Q. His sister anxious to hear from him.

Kindly address Mamie Line-Burdy, 579 Bergen street, Brooklyn, N. Y.

WANTED.—To exchange, fifteen jewel Elgin movement, coin silver case, eighteen size watch, used seven years, for one containing high-grade movement. Will pay reasonable difference.

F. P. BARRON,
Agent F. E. C. Ry., Port Orange, Fla.

ACKNOWLEDGEMENT.—I take this method of expressing my thanks to the telegraphers of the Peninsular Division of the Chesapeake and Ohio Railway for the beautiful and useful bridal present received November 21st.

W. F. LUCK,
Cert. 312.

Bro. John Morris, of Green Haven, N. Y., a member of Division No. 80, having been sick and unable to work for several months past, has, in addition to this, had the misfortune to lose his pocketbook, containing about \$50, the residue of his savings, is in need of assistance. Any contributions will be greatly appreciated.

D. W. DEAN,
Auburn, R. I.

ENTERED into rest at 7 A. M., December 5th, at Clathe, Colo., Bro. C. G. Hicks, Certificate 86, Division 49, and a member of the K. of P. fraternity. His remains were sent East to his home at Onargo, Ill., accompanied by his wife and child, and in charge of a committee from the two Orders of which he was a member. He was a devoted husband, a good and loving father, and a loyal and consistent member of the Order.



Cleanings

A watch will tick 160,144,000 times in a year if it is kept continuously running.

* * *

By the aid of modern machinery one man can cut 10,000 watch wheels in a day.

* * *

Thirty-two railroads signed an agreement not to carry baby carriages and bicycles free after the first of the year.

* * *

In Australia the street railway systems of the towns are for the most part owned by the municipalities.

* * *

All the people have more capital than any part, even if they are millionaires, and yet some folks think that the people cannot run their own industries.

* * *

The striker is not an outlaw. Nature has implanted within the breast of every man the sacred germ of resistance. When it fails to make itself manifest it lowers the man.

* * *

The Prussian government has issued an order strictly enforcing the eight-hour day on all state railways, and providing that in no case or any emergency shall labor hours exceed ten per day.

* * *

The men who work in the sawmills of Pennsylvania are organizing labor unions and preparing to better their condition. The movement is young, but the locals that have already been started are growing rapidly.

Another union label has been placed upon the market, known as the Custom Clothing Makers' union label. It is placed on the product of tailors not eligible to the Journeymen Tailors' Union or the United Garment Workers.

* * *

We should allow no creed to hinder us in our acceptance of truth. Creeds are only statements of truth as the writers saw it. Had the same writers lived in a later age, in the light of new discoveries, they would have made new statements.

* * *

According to the Sioux Indian weather prophets, it's going to be a hard winter. These predictions are based on the fact that the buffalo grass shows a heavy crop of seeds, which, the redskins declare, is a sure sign of a severe winter and deep snow.

* * *

The more a man studies the trades union movement the more he is convinced of its evolutionary nature, and its ultimate success. People may belittle it as they will, but its achievements stand as an everlasting monument to its practicability and to its power.

* * *

The Supreme Court of Michigan has just decided that the law creating a State Board of Arbitrators and Mediators is constitutional. The decision was the result of action brought by the attorneys for Pingree & Smith, who claimed that the act creating the board was illegal.

* * *

The *Irish Times* says that a huge newspaper trust is forming in London which

will control several large weeklies, as well as morning and evening dailies in the metropolis. The trust is alleged to have a capital of £5,000,000, and expects to begin operations at the beginning of the new year.

* * *

Bloodhounds have been added to the equipment of the Oregon Short Line, and will be maintained at points in Utah, Wyoming and Idaho, ready to follow the trail of train robbers, should any of these gentry be bold enough to run the risk of shotguns in the hands of the Baxter brand of express messengers.

* * *

Syndicates in Germany and combinations in England are quite as powerful as trusts in America. There, as well as in this country, the sentiment is growing that big industrial corporations should be under state or national inspection, much as is now the case with banks of all kinds. Publicity and protection against watered stock would prevent many trust abuses, while giving to labor and the consuming public the advantage of doing business on a large scale.

* * *

According to the custom of the Boston & Maine R. R., yearly cash prizes are given to station agents for floral displays at their stations. The awards for the present season have just been made, as follows: First class, \$50, South Lancaster, Mass.; second class, \$40, Waltham, Mass.; third class, \$25, Arlington, Devereaux, Greenwood and Pleasant Hills, Mass., and Hillsboro and Wing Road, N. H. At several of the principal stations between Kansas City and Birmingham, Ala., on the Kansas City, Ft. Scott & Memphis R. R., greenhouses are to be established, in which passengers will be invited to spend their time when waiting for trains. The surplus flowers from these greenhouses will be supplied to the dining cars on the through trains.

Messrs. C. A. Coey & Co., the bicycle attachment people, have recently equipped Messrs. Galvani and Reiter, two newspaper club men of Florence, Italy, with a tandem railroad bicycle attachment to help them on their tour of 75,000 miles around the world. These gentlemen left Florence, Italy, in July last on a wager of 50,000 francs that they would make the trip of 75,000 miles without money, that is, except as they made it on the trip. Their trip was to be through France, through the United States, touching the important cities, thence to Central America, thence to South America, from there to Africa to Asia, through the countries of Europe, and home. No doubt many telegraphers will make their acquaintance as they travel along the line on their tandem.

* * *

The full statistics for 1899 contained in the report of the British Labor Department, show that employment was still more active than in any year since 1890. The net results of the changes of wages of all classes of workpeople in 1899, was an aggregate rise of wages of no less than \$575,000 per week, compared with \$476,000 in 1898, and \$225,000 in 1897. Great, however, as was the rise of wages in 1899, it has been considerably exceeded in the eight months of the year beginning January 1, 1900. The changes recorded during this period have affected nearly a million individuals, and have resulted in a net increase of more than \$750,000 a week, by far the greatest rise yet recorded in any similar period.

This increase was fully sustained during September; the figures for that month, given in the *Labor Gazette*, showing that during the first nine months of the present year a rise of wages exceeding \$900,000 weekly has been gained, or, more precisely stated 87 cents a week per head has been gained by the 1,043,649 workpeople affected.

MISCELLANY

A NEW SCHEDULE ON THE H. & T. C. R. R.

THE Houston and Texas Central Railroad has agreed to a new schedule affecting the conditions under which telegraphers are employed. It became effective January 1, 1901, and reads as follows:

HOUSTON & TEXAS CENTRAL RAILROAD CO.

Office of Vice President and General Manager.

HOUSTON, TEX., January 1, 1901.

Rules and Regulations for the Employment of Telegraph Operators and Agents and Operators. Superseding all Schedules, Rules and Regulations of Prior Date Conflicting with Rules of this Circular:

No. 1—The revised schedule of wages, adopted April 1, 1900, will continue in effect.

No. 2—Employes dismissed or suspended, when considered unjust by them, will have the right of appeal, either in person or in writing, to the Division Superintendent, who shall adjudicate the case and render a decision. In event the employes are not satisfied they shall have the right of appeal, with written evidence, to the Vice President and General Manager, whose decision in the matter will be final; it being understood, however, that if employes are still dissatisfied they will be granted a personal hearing.

No. 3—Should an operator have any other grievance, he shall present it in writing to the proper officer within ten days of its occurrence, the complaint to be investigated

as promptly as possible. No attention will be paid to complaints unless submitted, in writing, within ten days.

No. 4—Twelve hours, including one hour for meals, will constitute a day's work. The hours of duty for day operators will be from 7 A. M. to 7 P. M., and night operators from 7 P. M. to 7 A. M. At joint offices, hours of Western Union Telegraph Company will be same as railroad hours.

No. 5—At offices where two or more day operators are employed exclusively for telegraph service, the meal hours shall be so arranged that at least one operator will be on duty at all times.

No. 6—At offices where but one operator, or agent and operator, is employed, the company reserves the right to arrange hours so that early and late trains will receive proper attention, it being understood that in case of early or late trains the total time required for duty will not exceed twelve (12) hours per calendar day, and that no trick will be split more than once. Not less than one hour's time will be allowed for meeting regular trains earlier than 7 A. M. and later than 7 P. M. Operator or agent and operator performing such service to be allowed therefor equivalent time off duty, out of regular hours required to be on duty as an offset. In cases of delayed trains, if more than one hour is required, overtime will be allowed on basis of regular salary.

No. 7—If agents and operators, or operators, are required by proper authority to remain on duty more than twelve (12) hours, as provided, they will be allowed extra time, pro rata, on basis of regular salary.

No. 8—If an operator, or agent and operator, is called for special service after

being excused by dispatcher, he will be allowed one hour's time, with a minimum compensation of twenty-five (25) cents for the first hour or fraction thereof, and extra time thereafter, pro rata, on basis of regular salary.

No. 9—In computing extra time, except as provided in Rule No. 8, less than thirty-five (35) minutes will not be counted. Thirty-five minutes and less than sixty (60) minutes will be counted as one hour. Extra time must be reported, by the operator, in writing, to the Superintendent within twenty-four (24) hours from time the service is performed.

No. 10—Office hours on Sundays will be arranged so as to allow the men as much time off as the service will permit.

No. 11—Agents and operators, or operators, attending court, or otherwise absenting themselves on other business for the company, on proper authority, will be allowed full time at their regular rate of pay and their necessary expenses during such service while away from their home station.

No. 12—While it has been, and is, the policy of the management to advance its employees, promotions and preferments will be based on merit, and the general record of men, and not entirely upon their age or duration of service. Evidence of willingness of the employe to serve the best interest of the company at all times in whatever capacity assigned, will be considered as meriting reward. Individual ability and merit in all branches of the service will be encouraged. When vacancies occur, the oldest operator in point of service will be given preference, provided that in the judgment of the company he is qualified to fill the position. In all such cases, employes will at all times be given preference over new men.

No. 13—All station employes are under the immediate control of the agent, and will perform such duties pertaining to the station as may be required of them by the agent. Where operators are also clerks, the service required by the agent will be such as can be attended to without neglect of duty to the telegraph service.

No. 14—When requested, operators leaving the service will be furnished with a let-

ter, stating length of service and cause of leaving.

No. 15—Orders and instructions to operators will be given in proper language, devoid of abuse and free from unnecessary severity. Operators dissatisfied with the manner in which they are addressed, may report the case to the company and it will be investigated and acted on as the circumstances require.

No. 16—Employees will be granted leave of absence, from time to time, on personal business, or otherwise, provided such absence will not interfere with the business of the company, and will be granted transportation over our line.

No. 17—At stations where no porter, or other assistance is allowed, the operator will be allowed one dollar (\$1) per month, per lamp, for attending switch lamps, unless fixed salary paid him is in consideration of his performing this service.

No. 18—These rules are only for the government of employes who perform telegraph service, as operators or agents and operators, and no change will be made in them, or the schedule of pay, without giving thirty days' notice to those concerned.

Effective this date.

G. A. QUINLUN,
Vice President and General Manager.

Salaries are as follows:

Houston, "HQ," manager, \$100.00; assistant, \$85.00; copier, \$95.00.

Chaney Junction, operator, days, \$60.00.

Fairbanks, operator, days, \$60.00.

Cypress, agent and operator, \$60.00; night operator, \$55.00.

Hockley, agent and operator, \$75.00.

Waller, agent and operator, \$70.00.

Hempstead, operator, days, \$75.00; night operator, \$60.00.

Courtney, agent and operator, \$70.00.

Navasota, operator, days, \$65.00; night operator, \$60.00.

Millican, agent and operator, \$70.00; night operator, \$55.00.

Wellborn, agent and operator, \$70.00.

Bryan, operator, days, \$25.00; night operator, \$60.00. Day operator gets 50 per cent. of \$120.00 from W. U. Co.

Benchley, agent and operator, \$60.00.

Hearne, operator, days, \$75.00; night operator, \$60.00.

Calvert, operator, days, \$60.00; night operator, \$55.00.

Hammond, agent and operator, \$62.50.

Bremond, operator, days, \$75.00; night operator, \$60.00.

Kosse, agent and operator, \$70.00; day operator and clerk, \$55.00.

Thornton, agent and operator, \$70.00.

Groesbeck, day operator and clerk, \$55.00.

Mexia, operator, days, \$65.00; night operator, \$55.00.

Wortham, agent and operator, \$70.00.

Richland, agent and operator, \$65.00; night operator, \$55.00.

Corsicana, operator and clerk, \$75.00; night operator, \$60.00.

Rice, agent and operator, \$65.00.

Alma, agent and operator, \$65.00.

Ennis, "NS," operator, days, \$60.00.

Ennis, "JO," copier, days, \$85.00; copier, nights, \$75.00.

Ennis, "NY," operator, days, \$75.00; night operator, \$55.00.

Garret, operator, days, \$75.00.

Palmer, agent and operator, \$70.00.

Trumbull, agent and operator, \$65.00.

Ferris, agent and operator, \$75.00; day operator and clerk, \$55.00.

Wilmer, agent and operator, \$65.00.

Hutchins, agent and operator, \$75.00.

Dallas, operator, days, \$75.00; night operator, \$65.00.

Richardson, agent and operator, \$65.00.

Plano, day operator and clerk, \$65.00.

Allen, agent and operator, \$65.00.

McKinney, day operator and clerk, \$65.00; night operator, \$55.00.

Melissa, agent and operator, \$65.00.

Anna, agent and operator, \$65.00.

Van Alstyne, day operator and clerk, \$55.00.

Howe, agent and operator, \$70.00.

Sherman, day operator and clerk, \$65.00; night operator, \$55.00.

Denison, day operator and clerk, \$70.00; night operator, \$60.00.

Chappell Hill, agent and operator, \$70.00.

Brenham, operator and clerk, \$67.50.

Burton, agent and operator, \$75.00.

Carmine, agent and operator, \$70.00; operator and clerk, \$55.00.

Ledbetter, agent and operator, \$75.00.

Giddings, agent, \$75.00; operator and clerk, \$60.00.

Paige, agent and operator, \$70.00.

McDade, agent and operator, \$70.00.

Elgin, clerk and operator, \$60.00.

Manor, clerk and operator, \$60.00.

Austin, day operator and clerk, \$75.00; night operator, \$60.00.

Reagan, agent and operator, \$70.00.

Marlin, day operator and clerk, \$60.00.

Perry, agent and operator, \$60.00.

Reisel, agent and operator, \$60.00.

Jeffries, agent and operator, \$62.50.

Sardis, agent and operator, \$63.00.

Midlothian, agent and operator, \$75.00.

Britton, agent and operator, \$63.00.

Mansfield, agent and operator, \$75.00.

Kennedale, agent and operator, \$63.00.

Fort Worth, day operator, \$75.00; night operator, \$60.00.

The General Committee, of which Bro. W. J. Burke is Chairman, is entitled to great credit for the good work done in behalf of its constituency. The fairness of the officials is highly appreciated by the men, and the company will lose nothing by maintaining a "live and let live" policy.

THE RISE AND GROWTH OF MANUFACTURES AND COMMERCE.

BY E. BENJ. ANDREWS, LL. D.

(Copyrighted.)

The growth of definite crafts and trades and of traffic by means of money marks the passage of a people from agriculture to the next higher stage, that of manufacture and trade. When a people has attained to manufactures and commerce as head industries it need not, in fact, cannot, lay aside the more primitive ones. Agriculture and fishing at least will certainly still continue and be staple forms of production. This transition, like each of the preceding, consists in a rise by the social body to a new round of the industrial ladder, while it still rests a crutch or a cane upon each of those reached before. We have, however, at this point in the development the peculiar feature that commerce and manufacturing can never be-

come in any wise so exclusively a people's means of subsistence as agriculture, shepherds' work, or hunting can. Commerce and manufacturing may be the most characteristic means of production, even the main means, but never the sole means.

It is only when the commercial stage of economic experience has been reached that a people can be called really civilized. This is the turning point between what may with some propriety be called the state of nature and the state of culture. Why it should be so is manifest. Now, first originate cities and city life. Cities are centers of manufactures, also centers of trade. A considerable proportion of the population throngs into them close together. The art of close community life has to be learned. Interchange of thought as well as that competition which also now becomes a marked phenomenon stimulates intelligence. International intercourse and the consumption of diverse products, foreign with domestic, enlarge thought. The spirit of peace is fostered by the still further new fact of mutual dependence between bodies of men. The people of the city cannot alone supply their wants; those of the country do not any longer, because they can effect this so much more cheaply and satisfactorily by exchange with denizens of the city.

This is saying in part what must be more fully emphasized, that a leading characteristic of the commerce and manufactures epoch is the division of labor. It existed before; now it is a dominant and determinative force. Genuine organization pervades the nation's economic endeavor. Merchants in each of their many kinds constitute a class. So with sailors, also with miners and with handicraftsmen of every sort, and the ramifications of craft and industry increase as the years go on. New wants bring new mechanic arts, new arts new wants, technique arrives at a perfection never dreamed of before.

Many people of antiquity, as the Egyptians, Hindoos, Assyrians, Babylonians, Phoenicians, Greeks, Romans and Carthaginians, gained this economic level. It was not agriculture that supported the crowded populations and mighty, contiguous, wealthy cities whose remains greet us today in Egypt, upon the Euphrates and Tig-

ris, and throughout India. It was commerce, no inconsiderable part of it in manufactured articles. The Bolan and Khyber passes and the fertile strip of land south of the Caspian sea have been the avenues of commerce since far prehistoric times. The stones "jadite" and "nephrite" have been traced from their sole original sources in Central Asia into Southern and Central Europe along caravan and water lines, which they must have traveled more than 1,000 years B. C. Tyre and Sidon, 2,000 years B. C., made themselves fat upon the ocean carrying trade. There is, indeed, no end to the adducible evidence that stupendous traffic was carried on between East Asia and West Asia and Europe long before our era, long even before the dawn of history.

Some specimens of weaving from Egypt's mummy tombs are believed to be unsurpassed by aught of later production in their kind. The wares designed by Demetrius of Ephesus, or by the Laercses, whom Homer mentions, would delight and surprise the most elegant Chicagoans and New Yorkers should those old craftsmen come to the light again and work for the trade. As a recent writer has well said: "All competent judges are agreed touching our inferiority as goldsmiths when compared with the ancients. Very few of our great artists think it worth their while to draw patterns for vases and salvers, rings, brooches and watch chains. It was not so when the shrines of half the cathedrals in Europe shone with hammered, chiseled and burnished gold and enamels, bright as the sun at noonday, and when pastoral staffs, chalices, pyxes and censers were veritable works of art, wrought under the influence of religious enthusiasm. The doctrine that the demand will insure the supply does not apply to the finest goldsmithing. Surely there is a demand for such objects as are said to have been produced by Callicrates of Lacedaemon and Myrmecides of Miletus, and they would not lack purchasers in Paris, Vienna or London if forthcoming to-day. In fact, in our ideas of jewelry and goldsmiths' work we are little in advance of the Cingalese, whose notion of mounting a sapphire, however large, flawless, deep colored, and consequently valu-

able, consists in setting the gem in a plain shank of nine caret gold, so that at a little distance it may easily be mistaken for a piece of glass fitted into a bit of brass. Were it not for race cups, challenge vases and shields, testimonial caskets and corporation chains there is no saying what would become in the nineteenth century of the art of Theophilus and Cellini. Occasionally one hears of an artist of reputation condescending, as it is thought, to design personal ornaments in the precious metals. But nowadays the trays of the finest Parisian jewels represent gorgeous color, brilliant sparkle and money value, with but little of that artistic merit and loving labor once lavished upon crozier and cup, scepters and crown, rings, bracelets and brooches, corporation maces and mayoralty chains.

In the matter of organized industry, however, the division of labor through the agency of exchange, modern commercial and manufacturing peoples have been greatly in advance of the ancient ones of the same general class and rank. In antiquity isolated manufacturing, like isolated agriculture, was the rule. Each family establishment was a closed circle of production and consumption, the proprietor, whether in city or in country, producing by means of slaves most of the ordinary wares required for his establishment. Trade was thus, of course, correspondingly less important. As the ancient world had no manufactories of the modern kind, but only private shops with slave artisans, and no great industrial cities, like Lowell or Fall River, so it had no commercial centers that would at all remind one of Liverpool, Hamburg or New York.

It ought, however, to be said that Rome in particular is known to have been much more of a commercial port than present appearances would indicate. The whole district west of the Aventine, outside the Porta Trigemina, was once occupied by granaries and warehouses for storing imports of all sorts. Between the north side of Monte Testaccio and the Tiber still exist colossal remains of the great emporium built by Marcus Emilius Lepidus and Emilius Paulus, nearly 200 years before Christ. A good portion of the quays was

unearthed in 1868, along with some 600 rare and variegated marble blocks, many of them immense, lying just as landed from the galleys which had freighted them from Numidia, the Greek islands, or Asia Minor. In 1885, during excavations for building in that locality two warehouses were discovered, one filled with elephants' tusks, unfortunately much decayed, the other with lentils which are said to have been sometimes brought from the east as ballast.

Closely connected with the finer organization of labor in the commercial era comes that most momentous change in all economic history, the passage from barter and quasi barter to the general use of metallic money stamped by public authority. Gold and silver put to this new use advance in value, and the loaning of them grows into a branch of business by itself. Banking originates and the beginning of credit appear. It is not, to be sure, inherently necessary that credit business should wait for the advent of money, yet, as a matter of fact, money has always been earlier than credit in asserting itself as an economic power. Money exchange begins in cities soon after their origin, and works from them into the country, greatly furthered probably by its acceptance on the part of the state for taxes. Legal tender laws carry this influence further. It is likely that we always underestimate the influence of statute and customary law in procuring the currency of hard money and the confident use thereof, in exchange. Such influence is by means confined to paper money.

THE HEIGHT OF STORMS.

PROFESSOR F. H. BIGELOW furnishes *The American Journal of Science* with some of the results of the international cloud work for the United States. The penetration of ordinary cyclones into the higher regions of the atmosphere is slight. They are only two or three miles deep. Hurricanes are five or six miles deep. The anticyclonic and cyclonic areas are hardly to be considered as centers of motion, except in the very lowest strata, since currents of air blow directly over them from west to east, even

in the cumulus region of the Rocky Mountain districts. The ordinary circulation theory does not hold good. In each stratum from the surface to the cirrus level about as much air moves north as south, for there are enormous counter currents passing by each other at the same level, and not over one another at different elevations. This puts a new aspect upon the entire problem of the general circulation.—*Nature*.



BRO. C. H. SCHERMERHORN,
Elizabeth, N. J., Division No. 74.

THE above engraving is from a photograph of Bro. C. H. Schermerhorn, a most venerable gentleman and a staunch supporter of the Order of Railroad Telegraphers and its principles. He was born April 22, 1833, leaving him almost 68 years of age. He learned the art of telegraphy in an office at New Hope, Pa., with the Magnetic Telegraph Co., and was appointed manager of that office in 1852, and has been in the service almost continuously. In 1870 Bro. Schermerhorn received the appointment of manager of the Western Union and C. R. R. of N. J. combined office at Plainfield, N. J., which position he still holds. He also has the honor of opening the first telegraph office, sending and re-

ceiving the first message in the City of Brooklyn, in the year of 1856. Bro. Schermerhorn is still spry for a man of his years, and his touch of the key is as clear and firm as some of the younger ones. He is in many ways a credit to the telegraph fraternity.

HOW THE BANK WAS SAVED.

THIS is a story of how a bank was saved through the mistake of a telegraph operator, a mistake that was not discovered for several months. The bank is the Bank of Cumberland. The hero was Judge Pereles. Therefore the story is true, says the *Milwaukee Wisconsin*.

It was during the panicky days of that memorable period in 1893 when the bank without the run on it was the exception. Cumberland is a small town, and the Bank of Cumberland a small bank. Judge Pereles and several other Milwaukeeans have interests at Cumberland, and so one day he was not surprised to receive a message bidding him send from \$100 to \$500 to the cashier without delay. There was excitement in the town, for there was a run on the bank.

With that calm, judicial deliberation that has marked his career upon the bench, Judge Pereles reasoned that \$500 would not go very far toward staying a run, and so he drew his check for triple that amount, forwarded the money by express, and then dispatched a telegram to the cashier, telling him that \$1,500 was on the way to relieve the pressure.

There was more excitement in Cumberland when that message was received than when the express wagon tore up Second street with the box of gold that came from Chicago to the relief of the Plankinton bank. The eyes of the populace nearly popped out of the populace's head when they rested on the telegram so conspicuously pasted on the window in front of the bank. Thus read the telegram:

"Have just sent you \$15,000 to help you out. If you need more, wire at once. James Madison Pereles."

It is suspected that the sudden change in the direction and the remarkable in-

crease in the velocity of the wind on that particular day was due to the vacuum caused by the gasp of astonishment that the populace gave when it saw the figures. The amount was probably greater than the entire capital of any concern in Cumberland, and there was the invitation to send for more to this Milwaukee Cræsus, if necessary. But it did the business. The run on the bank was a thing of the past. Once, while in New York, Judge Pereles told the story, and for some months the tale of how \$1,500 saved a bank was the joke of New York banking circles.

In times of great excitement the credulity of the public generally seems to be increased in proportion as pulses quicken and trivial incidents go far toward relieving pressure upon banks. This is a true story, No. 2, with the scene slightly shifted. Judge Pereles still remains the hero, while the bank is the Merchants' Exchange.

One of the timid clients of Nathan Pereles & Sons became infected with the panic germ, and insisted upon the firm storing for him \$5,000 in gold that he had left with it for investment. It was a case where argument failed entirely, and so with much trepidation, Judge Pereles was obliged to seek the bank where the money was deposited, and make the demand for \$5,000 in gold. There were execrations when the bank officials learned of the demand. They could not be convinced of the client tale; they were suspicious, for it was an era of suspicion. Finally the money came forth.

Two messengers accompanied Judge Pereles, then just an ordinary lawyer, as he walked off with the pile of gold. It seemed as though every eye was on that innocent looking satchel, and it seemed an awfully long way to the office. Finally it was reached.

Then the Pereles brothers held a consultation. There was the liability of burglars, and it was decided to rent a safety deposit vault and store the gold. The two brothers posted off with the gold between them, heading for the Merchants' Exchange Bank. It wasn't very far, but the gold seemed awfully heavy.

"There's a run on Nunnemacher's bank," said one as they passed across Wisconsin street.

The statement was true. There was an excited crowd outside the teller's window, anxious to withdraw deposits. In through the front door went the Pereles brothers. The late Bradley Schley was there, and he espied the brothers.

"Hello, what have you got there, a satchel full of gold?"

"Yes," replied Judge Pereles with a smile, taking up the sally.

"Well," replied Schley, "this bank's all right, with the Pereles brothers bringing gold into it."

The statement was loud enough for nearly everyone to hear. There was a sudden check in the rush for the teller's window. People in the crowd paused, and then noticing the bag of gold disappear into the private offices, hesitated, then turned away. The \$5,000 in gold was snugly stored away in a safety deposit box, where no depositor could have got it with a crowbar.

WIRE CUTTING.



ON numerous occasions the courts have been required to consider whether the term "telegraph" is to be held to include "telephone." To electrical men, of course, the two words convey distinct ideas, but in construing statutes of various legal instruments the judges, following the plain intent, have held that, legally, "telephone" is included within the meaning of "telegraph." However, most, if not all, of these decisions have been in civil cases. But in Davis against Pacific Telephone and Telegraph Company, the Supreme Court of California takes up the inquiry as to whether the same rule will apply in a criminal case, as for example, where telephone wires are cut, and the criminal code makes only the cutting of telegraph wires an offense, without mentioning telephone wires as such.

The court says, in discussing this interesting subject, that if the consideration could be limited to a strict etymological point of view, it would have to be conceded at once that there is a difference in the meaning of the two words—the one conveying the idea of transmission of writing to a distance, the other the transmission of

sound to a distance. In the very early history of the telegraph it is a matter of common knowledge that there was an actual record of letters under the Morse code. That soon passed away, and the telegraph operator of to-day receives by sound upon a principle no different from that which obtains in the telephone. Again, in the case of submarine cables, neither sound nor writing is always employed, but the varying deflections of an indicator within sight of the receiver serve the like purpose. The words, therefore, cannot be limited to their etymological meaning, and consideration must be had to their present sense and acceptance.

Anderson ("Dictionary of the Law"), defining "telegraph," says that it "includes any apparatus for transmitting messages or other communications by means of electric signals." Defining "telephone," he declares it to be "a conversation held through a telephone; a message or a communication transmitted by telegraph; a telegram. A telephone is a telegraph. The idea conveyed by each term is the sending of intelligence to a distance." Accepting these definitions, and, the court says, they are well supported, the term "telegraph," it holds, means any apparatus for transmitting messages by means of electric currents and signals, and embraces within its meaning the narrower word "telephone."

But is this construction justifiable in the case of a penal statute? The court finds itself relieved of some difficulty in answering this question by the provision of the California penal code, to the effect that the rule of the common law that penal statutes are to be strictly construed is to have no application to that code; that all its provisions are to be construed according to the fair import of their terms, with a view to effect its object and to promote justice. In contemplation of this provision, and in recognition of the fact that a substantial identity exists between the two words, it thinks no hesitation need be expressed in declaring that under that section of the penal code prohibiting malicious injury or removal of a telegraph wire, a criminal prosecution will lie for the illegal destruction of a telephone wire.—*Western Electrician*.

A SERMON ON THE UNION LABEL.

A BALTIMORE clergyman in a recent sermon endorsed the union label in the following eloquent words:

"What can be more sacred, more holy or more deserving of the reverence of men or the angels than the union label, which signifies that human life has been more highly valued in the production of human commodities than the mere profits sought for by greed?


"The label is an emblem of justice, of fraternity, of humanity. When you find a label on a garment or box of cigars, or a loaf of bread, or a piece of printing, you can be sure that neither was made in a sweat-shop, that no little children's fingers were compelled to sew, or sort tobacco in the hours of the night intended for children to sleep. When you see this label on any commodity, you can buy it with a clear conscience, knowing that in doing so you are not becoming partner to an institution that degrades humanity for private profit. You can sleep soundly, also, and not be worried with thoughts of typhus fever, small-pox or leprosy, which are so often scattered broadcast from Chinese opium joints, penitentiary convicts' cells and tenement sweat-shops, where the most degraded specimens of humanity put their life's blood into marketable goods, from which the poor unsuspecting public suffers all manner of foul and loathsome diseases.

"The union label is a religious emblem. It is a religious act to buy goods to which this label is attached—an act blessed on earth and honored in heaven, while it is a sin to buy a cigar, a piece of clothing, a pair of shoes, or a loaf of bread without the label, for then you do not know but what you are building up the business of some heartless tyrant, who is extracting a fortune from the drudgery and degradation of his fellows at the risk of public health.

"God bless the label! And I hope that all of you, as you leave this house to-night, will carry indelibly impressed upon your minds the picture of the union label, surrounded by angels, and that you will always know that the favorite banner in heaven represents justice to labor, fresh air and

sunshine, and healthful conditions to those who toil, and the truth that human life is of greater moment than gain of gold."

FAMILIARITY BREEDS CONTEMPT.

 DID it ever occur to you, thinking Americans, that man, even at his best, is a distinctly ungrateful and unappreciative animal?

Undoubtedly it has.

Stop and think just a second—but isn't it true?

Longings for the unattainable continually assail the human heart, yet each new blessing, as it comes, is enjoyed but a scant half moment—and then, there are new worlds for the conqueror to conquer.

Who of you have stood at the top of a tall office building, say, in the city of New York, and looked out over that vast medley of man-built structures of steel and iron, brick and stone, without a feeling of awe and reverence?

The situation is magnificent. On this side, one conglomerate mass of stacks, towers and stone hulks; on the other, its replica, with the boat-laden stream flowing and whirling between, and spanned by the wonderful creation of cable and masonry, which bears its everlasting flood-tide of humanity.

In truth, the situation is magnificent, and the pigmy watcher from his observatory pauses to wonder at the creations of his fellow-beings.

The first time he looks, his soul is filled with awe.

The second time he looks, he expresses admiration of the view.

The third time he looks, he finds himself comparing, and the fourth time he is comparing odiously.

The plodding ants on the bridge only serve his comparisons.

But the structures of man are not alone in suffering his contempt.

Even the creations of God gain but a passing notice.

Said a gentleman of more than ordinary discernment: "When I first took up my residence on Riverside Drive I was the happiest man to be found in the city. The wonderful Hudson, with its magnificent views, was the joy of my life. The time spent traveling to and from work was a constant feast of the beautiful to me. But this was *at first*. I now read my newspaper when passing even the choicest bits of scenery."

Verily, man cannot wonder and admire always!

A young man has a charming sweetheart. He vows eternal love, devotion, etc., and she finally does him the honor to become his wife.

Is he properly grateful?

Oh, yes.

For how long? For the lifetime, he promised?

Wait and see.

Does he appreciate her sacrifices?

Yes, until they become too numerous to keep track of.

What then?

Well, sometimes he begins to consider her the beneficiary, and, then, sometimes, he begins to find fault.

She loses her pretty airs and graces under the strain of hard work. And he blames her—not the work.

Oh, man, verily, you are hard and cruel and forgetful—sometimes.

The richest blessings of earth are yours. They deserve far more than your whilom approbation. The familiarity which breeds contempt is soul-starving.


The constant worship of something bigger, greater, or better than ourselves does no harm to the best of us. It rather creates in our souls the needful leaven by which we will finally rise to the heights of Paradise.

And, as an after-thought, it is certainly much better to be contented with the earthly planets than to sigh for the brilliant but fearfully unstable meteors.—*Bricklayer and Mason.*



HORSE SHOE CURVE.
(*Courtesy Pennsylvania Railroad Co.*)

VARYING PHASES OF A DAY'S HAPPENINGS IN A TELEGRAPH OFFICE.

 HERE is no better place to learn the sorrows, joys, disappointments and gratifications of a day than behind the desk of a telegraph office. Newspapers tell as much as they can of the story of life from day to day, but volumes go over the wires that are beyond their reach. And the man who receives them, the man who reads them, does so without the slightest sign of emotion.

He treats all messages alike. It may be the story of one snatched from the jaws of death, or one which bears news of the loss of a loved one, or which carries the tale of prosperity, or unfolds the story of failure and disaster.

To each he has to be, to all outward appearances, a "man of iron," a man with a heart of adamant, a man whose eyes know not the touch of tears. Still, he may have a sigh for your sorrows, or feel a gladsome pulsation in his veins over your joy, but you will never know it. To be a successful clerk he must share with you your joys or sorrows only in the deepest silence.

For fifteen years E. A. Burns has been receiving and checking just such messages that go over the lines of the Postal Telegraph Company of this city. He says it was a task at first to overcome his emotions as he read this telegram and that and looked in eyes flooded with tears now, and then again those beaming with joyful enthusiasm. Also, he says, it was hard for him to learn how to suppress his propensity to laugh whenever he saw something humorous in a message. To make him laugh now, that "something" must be very uproariously funny, and yet he says he likes to hear a good joke.

An incident which caused a pall of sadness to come over him, although he gave no physical sign that it did, was when a bent and gray-haired old man toddled in one day and asked him to write a message. Clerks generally like people to do their own writing. But in this instance Burns only too willingly prepared himself to take the message. It was a brief dispatch, though it told a story of the breaking of two

hearts. His son, whom he had not seen for fifteen years—his only child—had been on his way to Philadelphia to see his parents, and died suddenly in Chicago.

As the old man dictated the message to a doctor there, his emotion reached a climax. He paused and rested his arms on the counter and then lowered his head. In that attitude he remained for ten minutes, finally straightening up and asking Burns to read the telegram. He looked at Burns and said: "My boy, that is a message about the death of one I have waited to see many years. I have lived with only one hope—that he might return to us and that I might ask him to forgive me. But that is not all. The awful blow has killed his mother, and now I am all alone."

Burns making no effort to respond to him, he continued:

"You don't know what it means to me, or you would cry, too." But Burns couldn't cry with his eyes. He checked the message and bade the old man good day.

"Rush this message, please," said an excited individual as he tossed it over the counter while he kicked his shins and went through other forms of dancing. He was in a good humor, and he wanted Burns to know it. The message read: "Have just cleared seventy-five thousand on the sale of gold claims. No happier man in the world to-night."

"It took a lot of hard work to do that," he said, as he addressed Burns. "I have a fortune now, and I don't propose to do another stroke of work as long as I live." And he danced around and puffed a cigar as though he expected Burns to reach over, shake his hand and ask him to tell him all about it, so that he might share his happiness.

The next man who entered the office was anything but happy looking. There was a cloud over his features. He went to the wall-counter and, pushing his hat back on his head, studied deeply and wrote this message: "Mullen has failed. I closed doors to-day. Sheriff now has possession. Everything goes by the board."

"It's tough," he said, as he handed the message over. "The fellow who tries to do right will sometimes suffer for the sins of others. I had thirty thousand dollars'

credit this time last night. To-night I haven't a dollar I can call my own. And I'm getting too old to begin at the bottom round of the ladder."

Burns listened in silence. He felt like telling the man that he would sympathize with him to the extent of paying for the telegram, but that would have meant the establishing of a bad precedent. He took his fifty cents, just as he took any one's.

"I want to telegraph my mother for some money. I'm broke," said a young man one afternoon recently.

"All right; you can telegraph here," said Burns. "That's our business."

"But—but—," the young man said, "I haven't a 'red.'"

Burns hesitated. "You need money to telegraph," he replied.

"I know that," responded the stranded person, "but I haven't a penny—don't know where to get any in this town, and don't want to beg for the price of a dispatch. Still, if you will send a line for me, I'll give you my shoes right now, and wait here in my stocking feet till the answer comes."

Of course, if Burns paid for dispatches every one with a tale of woe would like to send, he would have little salary to draw at end of each month. Yet, in this case he was impressed with the sincerity and earnestness of the young man, and agreed to guarantee the telegram, at least, if it was refused. It was a good chance. Three hours later a money order for fifty dollars from an Indiana town came, addressed to the young man. He got the money.

"I'm much obliged to you," he said to Burns. "If you come out with me, I'll

blow you off to the finest dinner you ever had. I want you to feel that I am thoroughbred, even though I had no money a while ago." However, Burns does not let his generosity with "thoroughbreds" run riot with him.

Last summer a well-known lawyer rushed into the office, and asked that a message be sent to Cape May for him "pell-mell." It was brief. It was addressed to a woman and read thus:

"Have you seen Amos?" She replied at once: "What Amos?"

The lawyer's face beamed with a great, big smile, as he scratched this line:

"A mosquito." Then he roared. He thought it was funny. Whether Burns did or not he had only to guess.

According to Burns, the whole world is in a rush. Nine out of ten messages he receives a day are accompanied with a request to "rush" them. Some people, too, often ask whether they cannot get money to New York in three minutes, so as to reach a bank before it closes. Others inquire if he cannot arrange to have an answer sent to their messages to Oshkosh, Rochester and Boston within fifteen minutes. A telegraph clerk does not make promises of answers within any time. He does his part, he thinks, when he gets your message upstairs, after showing how you used too many words.

There are thousands in the world, Burns says, who have not yet learned how to send a telegram. Many write letters on the blanks, and expect them to go for twenty-five cents anywhere.—*Philadelphia North American.*



Woman's World

WOMEN IN THE STATE.

REV. R. HEBER NEWTON recently preached in the Church of All Souls on the subject, "Women in the State." He said, in part:

"Deborah was the Joan of Arc of Biblical times. The noble soul of a noble woman was stirred at the deplorable condition of affairs that existed, and she arose and freed the people. Many a land has a tale to tell of the influence of women in the State, though from the foundation of the world men have differed as to whether her influence has been for good or evil.

"In her is all that makes for the betterment of the conditions in life and in the state. The sphere of the state has been preserved by man unto himself from the earliest history, and he has always condemned woman to the home and to the church, both of which he has always neglected himself.

"It has been said by some that woman's entrance into the affairs of state would only hurt herself, that she would only succeed in unsexing herself. This has been the objection to every step made in the advance of women throughout the history of the world, but she has advanced for all that. Even Paul the Apostle thought that woman should not be heard in the synagogue, and should only appear in public properly veiled. I think we can safely trust Mother Nature in these matters.

"There is no danger of anything unsexing woman. When I hear of women decrying the mannishness of those who are striving for the emancipation of their sex, I grow sick at heart, for I know that I see more mannishness in society than I see in those who are termed 'new women.'

"Either woman is unfit for the state, or state is unfit for woman. Either the state is not divine, or the woman is not divine. Which is it?

"Woman is in no danger of unsexing herself by interesting herself in the affairs of state, for no activities in the state will ever take the place of love in a woman's heart. Here and there you might find me an isolated case of this kind, but where you show me one such, I will show you a thousand that have been weaned away from the home by the demands of society.


"Woman has every right in the state, for many questions that are to-day puzzling our lawmakers are but problems in home-making, and this is woman's province, and could be solved by her very readily, where men are at a loss what remedies to apply."

CHINESE WOMAN AWHEEL.

THE bicycle woman has invaded China, the last place on earth where one would expect to find her. Aside from the national prejudice that exists among the Mongul people to women taking part in occupations or pastimes that men ordinarily reserve for themselves, the size of the Chinese women's feet would be thought a bar against their indulgence in wheeling. Nevertheless, there is actually one woman among the Celestials who may often be seen with her brothers careering along the fine roads of Shanghai. There are not more than two or three Chinese girls who ride, though the sons of the wealthy Chinese merchants and many other Chinese youths may often be seen riding in the streets of the treaty ports, the only places in China


where riding is possible. On the whole, the Chinese have taken kindly to the "bike" and many are expert trick riders. The lady referred to is a Miss Kit-sen, of Shanghai, and was the first girl in China to cycle. She evidently enjoys the sport.

WOMEN'S UNION LABEL LEAGUES.

 UITE a number of women's union label leagues are now in existence and more are being formed. This is as it should be. Women have entered more largely into the economic field than many imagine. A few years ago it was a common thing to see three or four grown girls and women in one household living at and working around the home. All of this has now changed and woman has invaded all the avenues of employment. Even the girls of well-to-do people, who formerly did not think of working for a living, are now employed at some remunerative occupation. One of the chief causes for this was the introduction of improved machinery. Formerly the women made many little things in the line of clothing, etc., that are now made in big factories, and at such rates that no woman would think of attempting to make them at home. Hence, the woman has, while becoming a worker in the business and industrial world at large, become also a competitor with the natural bread-winner of the family. While she contributes to the support of the family she at the same time lessens his chance for steady and remunerative employment. For the same reasons that men were forced to organize the women will have to do likewise. The women of to-day are becoming more and more independent and self-sustaining. They no longer fear the name "old maid;" on the contrary, they are proud of the fact that they are such and are able to take care of themselves. It is fair to presume that this condition will grow in the future; hence the necessity for the organization of the women workers into the trade union movement. They should be organized and encouraged in the effort to secure equal pay for like work performed by the men workers. By proper organization their competition can be reduced to the minimum. The women's union label leagues are a start in the right direction, and should be encour-

aged and developed wherever possible.—*Cigar Makers' Official Journal.*

SHE SCORNE THE SCHEDULE.

FTER the street car conductor had permitted the carrying of an estimable lady three blocks beyond her proper destination, he asserted his authority by ringing the bell and had the car stopped.

"See here!" she exclaimed, with that emphasis which is forbidden to man when he gives due weight to the consideration of his personal safety, "you are a novice and a bungler of a man who does wrong with malice aforethought. Didn't I tell you to stop at Erskine street?"

"Don't keep this car waiting, madam. We have a schedule on this system, and there is no time for us to stand here arguing."

"Of course you have a schedule," was the unexpected reply. "You have a plant, a management, a gridiron layout of tracks, rolling stock, attorneys, adjusters, motormen, conductors, and a schedule. It must be maintained if everything else goes to the wall. The schedule is the unrivaled fetiche. You see that I read the papers, and I have stood on the corner scores of time to be passed by, a sacrifice to the schedule. Didn't I tell you to stop at Erskine street?"

"Suppose you did? I can't keep track of every passenger. Either get off, madam, or ride to the limits with us."

"I'll do neither. You failed to call the streets, and I can't see through window glass covered with mist. Stop that down car. put me on, and tell the conductor to put me off at Erskine."

The conductor signaled to go ahead. The woman signaled to stop. The car was going by jerks, and the other passengers sided with the woman. One big man went up and told the motorman what was expected of him. Another big man interviewed the conductor, and it was made very plain that the lady would run the car until she was taken care of. When she was transferred she turned, smilingly, and said: "If I've broken that schedule I'll enjoy Thanksgiving a great deal better than I had hoped to."—*Detroit Free Press.*

Poetical

A Century Poem.

We stand here at the end of mighty years,
And a great wonder rushes on the heart,
While cities rose and blossomed into dust,
While shadowy lines of kings were blown to air—
What was the purpose brooding on the world
Through the large leisure of the centuries?
And what the end—failure or victory?

Lo! man has laid his scepter on the stars,
And sent his spell upon the continents.
The heavens confess their secret, and the stones,
Silent as God, publish their mystery.
Man calls the lightnings from their secret place
To crumble up the spaces of the world
And snatch the jewels from the flying hours.
The wild, white smoking horses of the sea
Are startled by his thunders. The world-powers
Crowd round to be the lackeys of the king.

His hand has torn the veil of the great law,
The law that was made before the worlds—before
That far first whisper on the ancient deep;
The law that swings Arcturus on the North
And hurls the soul of man upon the way.
But what avail, O builders of the world,
Unless ye build a safety for the soul?
Man has put harness on leviathan
And hooks in his incorrigible jaws;
And yet the perils of the street remain.
Out of the whirlwind of the cities rise
Lean Hunger and the Worm of Misery,
The heartbreak and the cry of mortal tears.

But hark, the bugles blowing on the peaks;
And hark, a murmur as of many feet,
The cry of captains, the divine alarm;
Look, the last son of Time comes hurrying on,
The strong young Titan of Democracy!
With swinging step he takes the open road,
In love with the winds that beat his hairy breast,
Baring his sunburnt strength to all the world,
He casts his eyes around with Jovian glance—
Searches the tracks of old tradition; scans
With rebel heart the books of pedigree;
Peers in the face of Privilege and cries:
"Why are you halting in the path of man?
It is your shoulder bears the human load!
Do you draw down the rains of the sweet heaven,
And keep the green things growing? Back to
hell!"

We know at last the future is secure;
God is descending from eternity,
And all things, good and evil, build the road.
Yes, down in the thick of things, the men of greed
Are thumping the inhospitable clay.
By wondrous toils the men without the dream,
Led onward by a something unawares,
Are laying the foundations of the dream, the king-
dom of fraternity foretold.

Edwin Markham.

He Can't Be Downed.

I like th' sort o' feller who can stand a tough
defeat;
I like to see him scramble out an' git upon his
feet.
It does me good to listen to his wild defyin' roar;
"We'll pay you fellers back," he yells; "jes'
wait 'till Nineteen-four!"

You don't catch him a-lyin' down an' hollerin'
enough;
Th' feller that I'm talkin' of, he ain't thet kind
of stuff.
He sorts o' rubs his head a bit, an' though he
may be sore,
He's on his feet a-yellin' out: "Jes' wait 'till
Nineteen-four!"

He knows he done th' best he could, he doesn't
stop to fret;
He's sure thet with another chance he could do
better yet.
He crawls right out from 'neath th' wreck—a
little mussed an' tore,
An' shakes his feet an' whoops it up: "Jes' wait
'till Nineteen-four!"

—Cleveland Plain-Dealer.

A Wish.

What, though our love has ended,
And the flowers in our Eden have died?
There's a day of rest that is coming
To the hearts that are sorely tried.
And wherever you are to-night, dear,
May heaven guide you well,
And keep your "heart pure" as the days of old
When we loved in our "violet dell."

NELLIE M. AKIN.

A Touch of Nature.

A touch of Nature—how it knits the bond
Of loyal comradeship!
A noble impulse from the great Beyond,
To bring men into step.

An army are we mortals; side by side
We march to meet our fate;
And need, in truth, a link to help us bide
Steadfast, early and late.

We waver in the ranks; the road is hard,
And endless seems the way;
Our souls are choked with cares; the door is
barred
'Gainst Hope, that heav'nly ray—

When lo! we feel a sympathetic thrill,
And know another's near
Who wavers too, and must the impulse kill,
And quell the rising fear.

Strange thought—as, shoulders touching, on we
go
With even, steady tread—
That ne'er so drear our lot, nor hope so low,
But other hearts have bled.

For no man liveth to himself alone
In this our mortal life;
But each one for his fellow must atone
For bitterness or strife.
—John A. Worrall, in the *Express Gazette*.

Arrived On Time, But Arrived Too Late.

(Written for THE TELEGRAPHER.)

The stars appeared, the night came down,
As the special train left the seashore town.
The train was laden with human freight,
And had departed just one hour late.
Out from the glare of the city bright,
The train rushed on in the dismal night;
The whistle shrieked, the bell rang clear,
In the hands of the trusted engineer.
Escaping steam and cloud-like smoke,
Hissed and curled at the engine's stroke.
Out on the night came a soft, red glow,
As the furnace door swung to and fro.
The fireman, tall, with a graceful mien,
Attended to water, fire and steam.
The train was made up of coaches ten,
Women and girls, and boys and men;
Threads of silver and threads of gold;
The young and gleeful, the feeble and old.
Gayest pleasures had charmed their fears,
Seemingly none had cause for tears.
But there was one on the special train
Whose heart was burdened with grief and pain—
An abandoned hope and anxious fears;
A restless spirit; a cause for tears.
Something far dearer than gold or fame;
Something more than the special train.
Something more, yet all so near,
In the throbbing heart of the engineer.
The fire flew from the sanded rail;
The red-hot cinders fell like hail.
Over the trestles and down the grade,

More than a mile a minute he made.
"I'll go in on time, alive or dead,
In spite of heaven or hell!" he said.
A sad, sad story will explain
His ride for life on the special train.
Ten miles out from the city's din,
A simple message was handed to him.
This he read, by the dim cab light:
"Jack: Our baby is dying to-night."
Death hath its hour. Death will not wait;
He arrived on time, but arrived too late.

HARRY S. BLACKBURN.

November 24, 1900.

The Sower.

Soon will the lonesome cricket by the stone
Begin to hush the night; and lightly blown
Field fragrances will fill the fading blue—
Old furrow-scents that ancient Eden knew.
Soon in the upper twilight will be heard
The winging whisper of a homing bird.

Who is it coming on the slant brown slope,
Touched by the twilight and her mournful hope—
Coming with Hero step, with rhythmic swing,
Where all the bodily motions weave and sing?
The grief of the ground is in him, yet the power
Of the Earth to hide the furrow with the flower.

He is the stone rejected, yet the stone
Whereon is built metropolis and throne.
Out of his toil come all their pompous shows,
Their purple luxury and plush repose!
The grime of this bruised hand keeps tender
white

The hands that never labor, day nor night.
His feet that know only the field's rough floors
Sent lordly steps down echoing corridors.

Yea, this vicarious toiler at the plow
Gives that fine pallor to my lady's brow.
And idle armies with their boom and blare,
Flinging their foolish glory on the air—
He hides their nakedness, he gives them bed,
And by his alms their hungry mouths are fed.

Not his the lurching of an aimless clod,
For with the august gesture of a god—
A gesture that is question and command—
He hurls the bread of nations from his hand;
And in the passion of the gesture flings
His fierce resentment in the face of kings.

This is the Earth-god of the latter day,
Treading with solemn joy the upward way;
Strong to make kind the grudging ground, and
strong
To pluck the beard of some world-honored
Wrong—

A lusty god that in some crowning hour,
Will hurl Grey Privilege from the place of power.

These are the inevitable steps that make
Unreason tremble and Tradition shake—
This is the World-Will climbing to its goal,
The climb of the incurable sure Soul—
Democracy whose sure insurgent stride
Jar kingdoms to their ultimate stone of pride.

—EDWIN MARKHAM.

FACE-TIOUS

Extravagantly Beautiful.

"Miss-Frocks is a very pretty girl," said Mr. Hunker.

"Pretty?" repeated Mr. Spatts. "Miss Frocks is handsomer than her own photographs."—*Harper's Bazar*.

Reasonable Presumption.

Mrs. Bixby—Are you quite sure it was my husband who ordered these groceries?

Grocer's Boy (cheerfully)—No, ma'am, I ain't sure, but I s'pose you got the stifikit to show for it. Quit yer kiddin'.

Making Sure.

First Lady (off for a journey)—I hope we've got the right train.

Second Lady—I asked 17 trainmen and 93 passengers if this train went to Blankville, and they all said yes, so I guess we're all right.—*N. Y. Weekly*.

Burden of the Strong.

Boarding House Keeper—What do you mean by taking your cup of coffee and setting it in that platter of butter?

Boarder—Madam, I am only carrying out an injunction of humanity. You know it is only the duty of the strong to support the weak.

All Assorted.

Father (a few years hence)—No, I'll never consent to your marriage with young Saphead. He's as poor as Job's turkey.

Daughter—Why, he has a whole trunkful of railroad stocks, and you are only a railroad brakeman.

Father—Yes, but his stocks pay no dividends, and I get good wages.

Cornered at Last.

"Tommy, how did you get the back of your neck sunburned?"

"Pullin' weeds in the garden."

"But your hair is all wet, my son."

"That's perspiration."

"Your vest is on wrong side out, too."

"Put it on that way a-purpose."

"And how does it happen, Tommy, dear, that you have got Jack Howard's trousers on?"

Tommy (after a long pause): "Mother, I cannot tell a lie! I've been a-swimmin'."

He Was Ready for More.

The two trains came together with an awful crash. Some one had blundered. That, however, was a matter which would have to be left for future investigation.

As soon as those who were uninjured could extricate themselves from the wreck they turned manfully to the work of rescuing their less fortunate fellow-passengers.

It was a sickening sight. Cars were heaped on top of one another. People were pinioned under seats, beams and trucks. Steam was hissing from the overturned boilers, the rails of the track were warped and torn loose from the ties, and the moans and cries of the injured could be heard afar off.

Finally, after long, hard work, the rescuers reached the bottom of the mass, where the legs and body of a man protruded from beneath a twisted platform. Beside him lay a cane, decorated with colored ribbons, and a long tin horn.

Fearfully and anxiously a score of strong men lifted the weight from the head and shoulders of the prostrate one and carried him to the embankment. As they reached the higher level he opened his eyes, passed

a hand in front of them, as if brushing away a film or screen of some kind, and shouted:

"Rah, rah, rah! Sizz, boom, ah! Ki-yi, hip-hip, hoo-gah yah! Come on, fellows! Which side has the ball?"—*Chicago Times-Herald*.

An Imperturbable Witness.

A horse from a livery stable died soon after it was returned, and the man who hired it was sued for damages, says *Collier's Weekly*. The question turned largely upon the reputation of the defendant as a hard rider.

The stable boy was called as the first witness.

"How does the defendant usually ride?"

"Astraddle, sir."

"No, no," said the lawyer. "I mean does he usually walk, or trot, or gallop?"

"Well," said the witness, apparently searching in the depths of his memory for facts, "when he rides a walkin' horse, he walks; when he rides a trottin' horse, he trots, and when he rides a gallopin' horse, he gallops; when—"

The lawyer interposed. "I want to know at what pace the defendant usually goes—fast or slow?"

"Well," said the witness, "when his company rides fast, he rides fast; and when his company rides slow, he rides slow."

"Now I want to know, sir," the lawyer said, drawing a long breath, "how the defendant rides when he is alone?"

"Well," said the witness, very slowly, "when he is alone I warn't there, so I don't know."

A Voter's Tale of Woe.

"I'll never wager another cent on election as long as I live," groaned Smith. "Jones was calling at my home a short time ago, and as we differ in politics, it wasn't long before we were having it hot and strong. Well, he was so sure that his man was going to be elected that I asked

him what he wanted to wager on the result.

"Fifty dollars," said he, promptly.

"Now, I wasn't going to be bluffed in the presence of my wife; besides it was just like picking up the money, as I thought; so I said I would go him, and suggested that Mrs. Smith should act as stakeholder. Jones is a first-rate fellow and all that, but he is liable to be forgetful when he makes a wager, and I thought it just as well to have the money up. He came to time, and I shook hands with myself—because he was so easy. When he left, my wife, who had been all smiles before, turned upon me angrily and demanded what I meant by not only betting in her presence, but causing her to act as stakeholder.

"My dear," said I hastily, 'it is simply picking up money, and I might as well find it as someone else; besides,' I added diplomatically, 'I intend that you shall have it to do with it as you like.'

"That seemed to satisfy her, and I awaited the election with all the confidence in the world. I couldn't believe my senses on the morning after when I saw that my man was defeated.

"Give Jones his money,' said I to Mrs. Smith with a groan, when I saw that there was no hope.

"What!" she screamed.

"I lost," said I, with a sickly smile.

"You told me you couldn't lose!" she almost shouted.

"And so I thought," I answered. 'I suppose Jones will be around for his money some time to-day.'

"I haven't got it!" she sobbed.

"What!" It was my turn to shout now.

"I—I s—spent it! Y—y—you s—s—said t—that y—y—ou c—c—couldn't l—lose and I t—took y—you at y—your w—w—word!"

"There was nothing for me to do but see that Jones got his money. I've got through now. I wouldn't bet 10 cents that the sun rises tomorrow morning."

Our Correspondents

"THE OLD BATTLE."

BY JOSE GROS.

WASHINGTON, D. C., is blessed with an American Society connected with the Bureau of Statistics. That society is now sending, as we write, in the middle of December, 1900, a circular to about 500,000 of our best chaps through the country—best in the shape of prominent men in business and professions. The circular asks for suggestions about "Expansion, Imperialism, Gold Money, Silver Money, Banking Notes Money, the Referendum by Governmental Injunction, the Open Door, and Trusts." The suggestions are for the purpose of making statistics more useful in grasping those questions, and the 167,000 other facts on which statistics are being prepared.

By what the writer has seen, in connection of some of those circulars and similar documents, every now and then, he can certify the probable destination they shall meet, which is, the waste basket. Not one in a hundred of our well-perfumed gentlemen have ever any time to reason out any thing in connection with national affairs. They are too busy watching each other in that grand modern job of getting each other's wealth. Besides, they are perfectly satisfied with the tendencies of our legislators and their monopolistic schemes. They are afraid of all economic truth. Economic falsehood is good enough for them. Social immorality is what they want, what they consider indispensable, to their supremacy in wealth accumulation over the rabble, the workers of nations. Many of them may not be exactly conscious of all that, but their conduct is exactly the reflex of their men-

tal status, by which we mean that they are not going to do any thing for a healthy national life. They don't believe it is their duty to purify the national atmosphere, just as the habitual drinker does not consider it is his duty to become a sober man.

It seems, any how, that we have the bagatelle of 167,000 facts, or social problems, which can only be solved through mountains of statistics, facts, or problems which are playing hide and seek behind the few most prominent problems, or facts such as specifically mentioned in that precious circular addressed to our most important fellows in the nation.

Expansion and Imperialism! That is, robbing the weak races of their natural rights for the old, powerful reason that they are not strong enough to defend them against our greater physical resources and skill in the business of "man-killing." The referendum by Governmental Injunction! That is, a few lawyers, called Judges, sold to Mammon, for the purpose of cancelling all legislation not quite satisfactory to our wholesale robbers by law, the monopolists. Money controlled by cliques of bankers or stockholders in gold and silver mines. That is, monopoly money, dishonest money, the money of all despotisms, ancient or modern, heathen or christian, a false Christianity, of course. The open door! That means, the foreign markets we have taken possession of through rifle and gun, to victimize the working masses there, and reduce wages at home by increasing monopoly competition between our home slaves and the foreign market.

The trusts of to-day! They are simply the last modern manifestation of land and

wealth monopoly, with which to more thoroughly rob the working masses of the wealth they produce.

And here we are, stepping over the Twentieth century, and the most superior people of the most superior nation, are yet trying to explain to each other the moral law by means of mountains of figures, which, when looked over in the large volumes containing them, shall convey no meaning to any of us, the best intellects that ever lived. To try to measure infinite space with the yard-stick would be foolish enough, but not quite as much as trying to measure the moral law with columns of figures, no matter how many volumes of them we may see fit to collect and call them statistics.

The moral law! What is that? Simply this: "Not to do unto others what we don't want others to do unto us." Whether that applies to Peter and John in their personal relations to each other, or to 80,000,000 population in their social and national relations, what difference does it make? Not an atom. That law of conduct remains identically the same, rests on identical principles, takes in the same identical processes. What we call human laws are simply agreements among masses of people. Those agreements must either accept or defy the eternal principle we have mentioned, and on which all morality and ethics turn, revolves upon.

And yet, how funny, that when some humble chaps dare to assert that moral law along fundamental lines of human action, then all the respectable elements of all nations rise in anger and wrath, and exclaim right and left—anathema! It is the old cry of "Crucify Him!" heard nineteen centuries ago in Judea against Jesus.

Below the great army of irascible fossils who cannot stand the idea of humanity having ever made any great mistakes, we have another army of oily tongues and pens saying: Please don't be too clear or specific in your attacks against anything you don't accept as correct. It may be all right after all, because done by men whom we all should respect, and who have studied what is best in all lines of thought and action. Much less should you attempt

to propose remedies at variance with public opinion. Men are not likely to do anything that you may prove to be right. You must wait until they discover that themselves. You should not dare to assume that you have discovered any truth before your elders and potentates who have all along controlled the destinies of humanity.

And so on, page after page, article after article, in daily papers, in sermons, essays, etc. Every century has exhibited those two armies of zealots and fanatics for ever clinging to the old blunders of all generations. And never were those two armies as large and noisy as to-day; never were they as afraid of truth as they are in our days. Worse than all, never were the common people more submissive to the old humbugs through which humanity has now been crucified for sixty centuries.

To be sure, we have numbers of men who refuse to bend their knees to Mammon and their prophets, the legislators of all nations, the monopolists of all races, the men whose philosophy of social growth has always been that the State, Government, can have nothing to do with the moral law when the latter endangers the existence of monopoly and social injustice. The State is willing enough to use the moral law in petty ways, and against the crimes that monopoly and injustice evolve. The State is unwilling to use the moral law in the suppression of legalized wrongs. Don't you see that the State and wrong on a large scale have thus far been always one and the same thing?

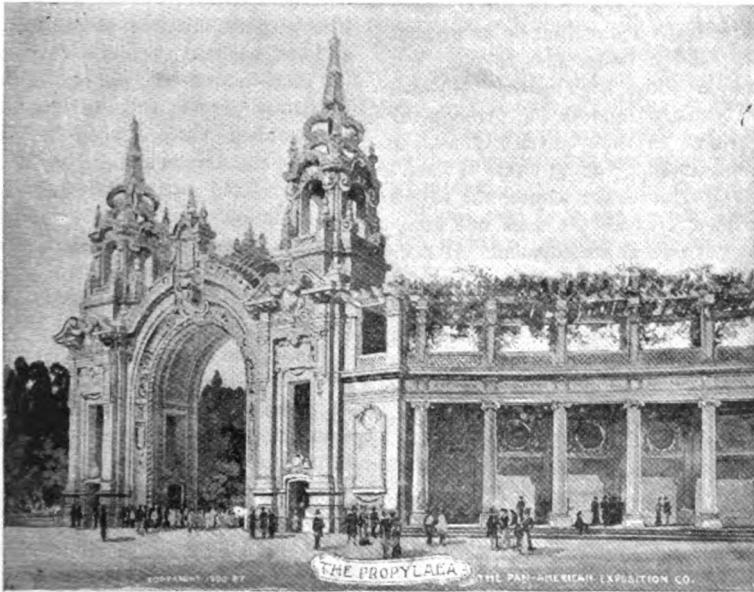
And so we must keep fighting the old battle, fighting against all governmental corruptions, against all rotten social compacts, against all States and nations playing with the moral law as the cat plays with the mouse. We should not expect humanity to be in any hurry to follow the right path. That must come from humanity's own volition. In its turn, that should not interfere with our duty to preach the truth, and so that of urging specific remedies for specific diseases. Truth is specific. It has nothing to do with vagaries. And just as the many are

free to repudiate truth, so the few are free to stand by truth.

SOCIAL RESPONSIBILITY.

We have seen how in the beginning of the struggle for physical existence the strong made war upon their weaker neighbors, and having conquered them, established systems of government and thereafter held them in subjugation by the over-

venes, and provides him with most questionable means of prolonging that existence. And the provision so afforded is generally of such a character that human nature revolts at the bare idea of accepting it. Practically speaking, society has never been made responsible to the individual for aught more than this. It has never guaranteed him a maintenance commensurate to the values that he has produced by his labor for society at large. The few in con-



PROPYLAEA—PAN-AMERICAN EXPOSITION, BUFFALO, N. Y., 1901.

This is an architectural ornament of very beautiful and imposing design. It marks the northern boundary of the Plaza, and is designed as a screen, separating the Exposition from the noise and smoke incident to the traffic of steam railways which pass the Exposition grounds upon the northern side. The Propylaea is 500 feet long, with a massive towered entrance at each end.

shadowing threat of physical violence exercised against those who should rebel at the existing order of things. How the multitude so subjugated finally succeeded in making the exercise of physical force by the individual responsible to society, we have also seen. But what of the responsibility of society to the individual? Where does it begin and where does it end? Today it begins with the poor house and ends with the pauper's grave. It is only when the individual has been stripped of everything material upon which his physical existence depends that society inter-

trol of the governmental powers of the world have succeeded in making the people, through the medium of the governments so controlled by them, responsible to themselves in a material way, but at the fearful price of injustice to the many. This great wrong must now be righted. Labor that produces the wealth of the world is slowly formulating the idea in its sluggish mind, that society must be made responsible to all its members as well as to the few who occupy high place and power, and who have by indirection usurped the powers and functions of government to

build up their own private fortunes. The principle of social responsibility must be extended until it offers equal opportunities to all who work, whatever their condition in life or their capacity to produce or consume may be. Nothing less than this will now satisfy intelligent labor. And nothing less is due it.

But you will say society is responsible now to its members for all they have or may produce. Not so. It guarantees peaceable possession of property, provided there has been no resort to direct force and violence in its acquisition by its present possessors; and it undertakes to mete out punishment to those who exercise physical force and violence against the personal or property rights of their physically weaker neighbors without "due process of law." It does not guarantee the worker the values that his labor creates. It does not guarantee him permanent employment. It does not guarantee him maintenance during his non-working periods, that is, during childhood, sickness and old age. It does not guarantee him immunity from combinations exploiting him behind the bulwarks of the law, the law designed to perpetuate force-wrought ownership and which even he himself has been unconsciously instrumental in setting up to his own undoing. And inasmuch as society has hitherto failed in its obvious duty here, civilization is lacking at a very essential point. Society must be made responsible to the individual in all these particulars; and an effort having this one great object in view will mark the next movement in the process of industrial organization. The individual cannot forever be held responsible to society and expect nothing in return except the uncertain quantity that he may be fortunate enough to snatch and hold in the industrial game of grab. The history of the world shows that such one-sided restraint always gives way at last and ends in conflict and revolution. Make safe the foundations of industrial justice, and the political will be molded accordingly and take care of itself; this is the interpretation of our primal social law. This is what social responsibility means; and its foundation lies in the collective ownership and control of the

means and machinery of production and distribution.

In the social state that is slowly growing out of the old order of things, social responsibility to the individual will go hand in hand with the responsible administration of industrial power; that is, the exercise of industrial power by the individual, be he called manager or owner, will be made responsible alike to patron and employe—society; for these two essential elements constitute society. And society will likewise be made responsible to the individual. The responsibility of society and the individual each to the other is reciprocal in its very nature. If one fails in the performance of its duty to the other, the power of the second to fulfill its obligations to the first is at once impaired. They are correlated and inseparable; and to fix this relation of mutual responsibility between society as an organism, and the individual members of which it is composed, is the first great reformative work that confronts the world to-day.

But again you say the industrial reformers who are convinced of the necessity of reorganizing industry and fixing responsible, social relations among men, are in a pitiful minority. They are not yet strong enough to influence or compel society to do this great act of justice to mankind. How, then, you ask, may they hope to overcome the immobile majority opposed to them, either through vicious selfishness or wilful ignorance of humanity's need of a better system, and reorganize industry on a basis of ownership just to all? Only by an organization having this declared object in view, putting the system into practical operation in an experimental way at first, and gradually extending it as its adherents multiply and their power increases, can they ever hope to succeed. For be it remembered, the minority may do in a private, organized way at once, what the majority will not consent to do in its public capacity or through the organ of government. All reform has its beginning in a thought inspired by experience or knowledge of oppression and injustice exercised by man to man or class against class. The one in whose brain the thought has its origin communicates it to his fellows and

these to others about them. In this way every minority has its beginning, and if the "reason of its being" is founded upon justice, and its purpose be to overthrow tyranny or to free a people, its followers in time become a majority, as the history of the past will attest, and the object of their organizing is accomplished. But it is not necessary that they wait until they become a majority before putting their reform plans into operation. Constitutions and laws and inventions and every application of science to the needs of man, were first tried in the crucible of the experimental by a few in a private way, the bad rejected and the good conserved, and out of the proved practical results thus obtained all governmental and industrial systems and even civilization itself have been evolved. And it is the natural way.

The problem of economic production has been solved. It has passed the experimental and stood the test of the practical. Corporate monopoly has solved it. The problem of a just distribution of the values that labor creates awaits solution. It is the great and only industrial problem of the age. Corporate monopoly will solve that, too. But it must be a monopoly by the people, for the people, always keeping its declared object, just distribution of labor-created values, steadily in view. In short, it must be a system that will finally be accepted by the industrial world at large, and which, when the blood of the martyrs has sprung up into a living progeny of success, and the minority has grown into a majority, will become a part of the governmental system itself. If the producer through the machinery of well-organized society exercises complete control over the things he produces until they reach the consumer, and under a well-ordered system of exchange is guaranteed opportunities of exchanging his labor-created values for things possessing equal labor-created values, the extreme of justice could demand no more. The problem then of a just distribution of the products of labor is narrowed down to this; and just as the use of the most perfect machines that men have been able to devise and invent, has performed its part in the solution of the problem of economic production, so will the

most perfect instrumentalities of exchange and distribution of values that capitalistic experts have devised, be made to perform most important functions in the New Industrial Order.

CLINTON BANCROFT.

EQUITY OR EQUALITY—WHICH?

It is a fact, which everyone can verify for himself by observation, that each human being desires for himself the largest possible freedom. The equally evident fact that all human beings seek to gratify their desires with the least exertion, can be as universally verified. For it is a well-established fact in physics that motion follows the line of least resistance, and man, in his physical structure at least, is a mode of motion.

These two facts, practically self-evident, are sufficient premises for my arguments. Remember the facts are: First, that each person desires the largest possible freedom for himself, and second, seeks to gratify that desire with the least exertion; that is, to follow the line of least resistance in securing that freedom.

Were a man alone in a world, on a continent, or on an island, these facts would involve no difficulties. But wherever there exists more than one person these facts give rise to the questions: What constitutes the largest possible freedom for each? And, How can such freedom be best secured and maintained? And wherever men come in contact with each other these questions underlie all other questions. All the social and business relations of men are based upon these facts and depend upon the manner in which these questions are answered.

So far in the history of man the records show that these questions have not been correctly answered. The millenium—the Utopia—of idealists of all ages can only come, if it ever does come, by means of a full application of the correct answer to these questions. These facts must be fully recognized and the questions squarely met before satisfactory results need be expected.

Obviously the question stated first must be the first answered. Before one can discover *how* to secure the largest possible

freedom he must know what constitutes such freedom. In ascertaining what the limits of his freedom should be each person discovers that every other person desires as much freedom as he himself desires. From this observation it becomes self-evident that the largest possible freedom for each can be no more than the equal freedom of every other person. But he sees that this limitation upon his freedom consists in restraining his freedom in such actions only as would infringe the equal freedom of the others. This condition has been stated as "freedom to do whatsoever he will so long as he infringes not the like freedom of any other."

This is an altogether different thing from equality. A king, a president, or a majority might enforce a condition of equality upon the people which would curtail nearly all their freedom. A majority might even impose upon itself the same conditions as upon the minority. But, if those conditions restricted any activities of the individual which did not, in and of themselves, interfere with the freedom of others, such restrictions would constitute a limitation of the freedom of each to *less* than the largest possible freedom. Hence it would not be equal freedom, but equal slavery. For freedom does not consist in equal restrictions, but in the absence of restrictions. Therefore, that condition cannot correctly be said to be equally free which is not first free and then equal. That is, the freedom of each must be the largest possible to secure for each. The object desired is not the greatest amount of equality, but the largest possible freedom. It is not freedom in equality, but equality in freedom, which men desire. The equality desired is not the equality of individuals, but the equality of freedom. The latter is equity, the former *may* be, in fact, is almost sure to be, inequity.

The reason men tend toward socialism is because they do not recognize this distinction. However much men love ease and comfort; however desirous they may be to escape from the struggle for existence, when it comes to the test they have always shown that they prefer hardships with freedom to ease with slavery. For with the former there is always the hope of being

able to lessen the hardships, while with the latter there is the certainty of increasing hardships. This is why the individual, whether socialist or not, desires freedom more than equality. But equality of individuals and equality of freedom are not the same thing. Far from it. For the more equal the freedom the freer will each be to develop his individuality—the less he will be controlled in his actions by others—and the more difference there will be in his minor desires. What "they" say, what "they" think, what "they" do, will have less weight in determining the direction of his thoughts and actions. No one will then do things simply *because* others do them. No one will be laughed at simply because he does *not* do as others do.

But, on the other hand, the more equal the individuals are the more alike they must be. *Every difference would allow of the suspicion that those differing were more than equal in some things*, so that the evidence of equality must necessarily manifest itself in equality of appearances and similarity of actions.

Thus the tendency of equality of freedom—that is, equal freedom—equity—would be to individualize men, to bring out the differences in character and actions, while the tendency of equality of individuals—that is, equality as conceived by such men as Bellamy—is to obliterate individual characteristics and to bring about uniformity of actions.

This tendency of socialism (a movement which aims, not at equality of freedom—equity—but at an equality of men) is thus described by Eltweed Pomeroy, himself a socialist:

"The latter ('Public Ownership') from its very nature is a great centralizing force. It is putting into effect the principle of combination, that a dozen men working together will produce more than the same number working separately. * * * This means reliance not on each one's individual initiative, but on the action of the whole. It trains good servants and administrators; it discourages individuality and private initiative. It tends to develop a system, a regimentation, a hierarchy at the expense of the individuals composing it. They become the units in the combination, and

often tend to degenerate into mere ciphers, cogs in the machine. The spirit of routine, precedent and tradition often governs stronger than authority. Such centralizing, in its early history, usually produces a temporary period of great brilliancy and apparent prosperity because it gathers the individual initiatives into a focus. When it has worked out its sure course of weakening and destroying the initiative of the individuals composing that society, dry-rot sets in. * * * The tendency of Public Ownership is to centralize, to make a bigger and bigger machine, to bring more men to work in unison because the output is greater, oblivious of the fact that the men may be injured thereby, to conduct affairs on a national instead of a state and local scale, because the bigger scale appeals to the eyes of us all."

Having reached the conclusion that the largest freedom possible for all must be equal freedom, the question arises: How can equal freedom be secured and maintained? Herbert Spencer said that "as liberty to exercise the faculties is the first condition of individual life, the liberty of each, limited only by the like liberty of all, must be the first condition of social life." As the first essential to "liberty to exercise the faculties" is access to land—that is, as freedom of action depends upon freedom of access to land—equal freedom in the use of the earth must be the basis of equal freedom in all things else. For it must be evident to the most careless observer that if some have greater freedom of access to land than others they thereby have an advantage over those others which makes equal freedom impossible. Those who control access to the earth control all who live on the earth.

Equal freedom in the use of the earth means that access to the earth be equally free to all. If two men want to use the same location at the same time neither can forcibly exclude the other without denying that other equal freedom with himself. As exclusive possession is necessary to many uses of locations, exclusive possession must be secured by some means which will not deny equal freedom. This can be done by the exclusive possessors giving the excluded a satisfactory compensation. In the

case of two men desiring the same location, the one who can make the best use of that location will be willing to pay the other more to stay off than the other would be willing to pay him for the same purpose. The sum thus paid is rent. It is that part of the produce of labor which goes to pay for the privilege of exclusive possession of locations. Whatever tends to make a location more desirable tends thereby to increase rent—the price of the privilege of exclusive possession.

In a community of a million people it is obvious that, if each pays to all the rest the annual rent of the location he holds in exclusive possession, thereby compensating them for exclusion, equal freedom in the use of locations is thus secured. For the price of the privilege of exclusive possession represents the advantage of that privilege and varies as its advantages vary. So that if each holder of such privilege pays the rent into a common fund—the public treasury—to be used for the common weal, all advantages are neutralized and equality of freedom, as to locations, is secured. Each thus compensates all for all the advantages he derives from exclusive possession. Thus all advantages are balanced. Whatever else he gets from that location is the result of his own effort; it is the product of his labor; his wages. No part of it represents any special privilege or advantage, that part of his product representing privilege (monopoly) having already been taken in rent. Each location would thus be held by the one who could make the best use of it, and no locations would be held except for use.

Stating it in another way, each landholder would be taxed just as much for holding his location idle as for putting it to its best use. He would be taxed according to the value of the privilege of its exclusive possession, regardless of the use he made of it. His income from the location would then depend upon the use he made of it. It would be to his interest to hold no more land than he could put to its best use, and to put to its best use all he held. There would then be no incentive to hold land without using it, and every incentive to use in the best way all that was held. There would be nothing to gain by

holding land to lease to another, for rent would be all he could get, and that being the price of the privilege of exclusive possession which he would have to pay to the public in taxes, he would have nothing left for his trouble. Thus landholding would be limited to use by an automatic method, and all unused land would be free to the first person desiring it.

This, of course, involves the abolition of all other taxation. For any other tax would fall on industry. A personal property tax is a tax on production. A tariff tax is a tax on consumption. A license tax is a tax on exchange. An income tax is a tax on earnings. The single tax is the only tax that would not fall more heavily on the user than on the exclusive possessor—that would not be a tax in proportion to exertion, but in proportion to monopoly—privilege. The following story by Dr. Henry S. Chase illustrates this principle:

"Where I lived when a boy, in Vermont, there were plenty of chestnut trees in the woods. We boys could go where we pleased on the hills around the village and gather nuts without asking the possessor of the land. There were five good trees in Pulsifer's pasture that he claimed for himself. Some of the trees would yield more chestnuts than others.

"One summer day Pulsifer told Gilbert Grant, Marshall Grant, Henry Hitchcock, Bill Pulsifer and Henry Chase—five boys about eight or nine years old—that he wanted them to turn hay in the afternoons, and that if they would work good they might gather all the chestnuts from those five trees in the fall. Well, I tell you, we did pitch in, and helped him 'hay' in the field just back of my father's barn. We watched the chestnuts grow on those trees, and after a while we began to dispute which tree each boy should have; for by the middle of October, after some heavy frosts, it was near time to gather the nuts. Bill Pulsifer said that he ought to have the biggest tree, because he was a few months older than the other boys, and the land was his father's. The other boys did not see justice in his arguments, and besides, we all saw how he shirked work that day in his father's hay field. Gilbert Grant

liver nearer old man Pulsifer than the other boys, so he went to the Pulsifer farm house one evening to 'see about it.' The interview concluded by requiring all the five boys to be at Pulsifer's house next Sunday at 3 o'clock. You may be sure the boys were all there.

"Mr. Pulsifer then told us that he had concluded to sell the choice of those trees at auction. 'The choice of trees shall be sold to the highest bidder, to be paid in quarts of chestnuts.' We told him that we thought it was mean in him to make us pay for the nuts when we had once paid for them in the hay field. 'Oh no, boys, you shan't be cheated. All the nuts the trees sell for I will divide equally among you after the nutting,' said Mr. Pulsifer.

"The first choice of trees sold for sixteen quarts of nuts, the second choice for eight, the third choice for six, the fourth choice four quarts, and the fifth got his for nothing, as there could be no bidder but himself.

"Now, I think that story very well illustrates the 'land question.' Rent of land is the commercial bid for exclusive possession. The price goes into the common treasury of the bidders, and is divided up among them in the shape of necessary government expenses. The use of the chestnut trees belonged to the boys in common. One had as much right to the best tree as the others. Those boys might have worked all together and gathered the nuts from all the trees and then divided them equally. But that would not have been quite just, for one boy was more lazy than all the rest, and some were not as capable, and had not earned an equal share in the hay field and could not earn an equal share in the nut gathering. But in selling the exclusive right to crop the best tree, and from that to the least valuable, the record of each boy's labor was as near exact justice as we can get things."

This little story illustrates a difference between socialism and the single tax—between equality and equity. If the boys had worked all together and gathered the nuts from all the trees and then divided the nuts equally they would have been applying the socialist theory. But, as Dr. Chase points out, some boys were lazier than

others and would shirk work, and some, less capable, could not do as much as others. Manifestly such a method would have been very unfair to the energetic and capable boys. But the way they did do, each boy got the full earnings of his labor, and, the return depending upon his own efforts, his interests stimulated him to energetic efforts. And yet none had any advantage over any other. The opportunities were equal and the results, depending upon the efforts of each, were as unequal as the efficiency of the boys. Their wages were thus proportioned to their efforts, and the difference of trees was equalized by the payments made for exclusive possession. That was equity.

Now, if this common fund, resulting from the collection from each of the annual rent (for the privilege of exclusive possession) of locations, were used to maintain highways absolutely free to all, equal freedom in the use of common lands would be secured. Without highways—strips of land over which communications could be carried on—exclusive holdings would be impossible. If, then, each pays for the maintenance of free highways in proportion to the value of the privilege of exclusive possession of his location, equal freedom is secured, by this one means, in both exclusive possessions and public ways. Thus we would have public ways maintained by exclusive holdings, all other land entirely free, and equal freedom of access to the earth secured.

In a state of absolute freedom the individual has complete control of himself and the results of his own efforts. Whatever he makes is his. He can do with it as he pleases, to the extent of his powers. In the ability so to do lies his freedom. But as he comes into contact with other men this freedom is limited. He cannot throw a stone in every direction, but must first consider whether the freedom of another will be infringed by the throwing. The limit of his freedom is the extent of the freedom of others. He still recognizes his control of himself and his product. If another attempts to control him or his product he sees in this an interference with his freedom. His freedom depends

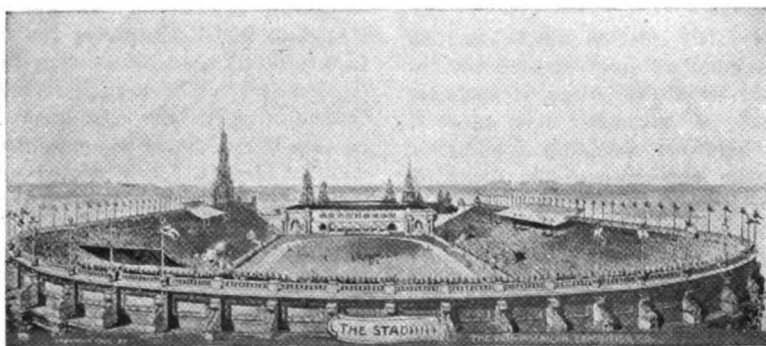
upon his self-control—his self-sovereignty—his self-government. If another controls him he belongs to that other and not to himself. His very desire for the largest freedom possible is but the expression of his self-ownership. His freedom is manifested by, and measured in, the control of his products. Unless he can control the exertion of his labor and the disposition of his product he is not free. The more of this control he surrenders to others the more he is a slave to those others. The more fully he can retain this control the more completely free he is and, as each desires the largest possible freedom for himself, each desires the completest possible control of his own labor and products. Hence no social adjustment can be satisfactory to all which does not secure *equal* freedom in this matter. For anyone to assume to control the labor or products of another is for him to assume greater freedom for himself than he accords the other—that is, to deny the other equal freedom with himself. Thus no man nor set of men can, by any conceivable means, compel others to submit to a common control of the labor and products of all without denying to those so compelled equal freedom with himself or themselves. Therefore, society cannot control all the industries of a country without either first obtaining the consent of *every* producer in that country or else denying the equal freedom of those not consenting. Society is composed of individuals, each of whom desires the largest possible freedom for himself—freedom of thought and action. Hence society can have nothing not derived from those individuals. And, as no one of them can control the labor or product of another without denying that other equal freedom with himself, so neither can he delegate to society the power to do so. If each individual in society cannot do so when acting singly, acting in unison with a majority of others cannot enable him to do so.

Freedom must be either equal or unequal. If unequal, then some have more than others. If a majority exerts itself in the production and distribution of wealth according to its own desires while compelling others (a minority), by any means

whatsoever, to act with it *against their* desires, it is taking for itself greater freedom than it is according those others (the minority). Now, this is *exactly* what socialism would do. It would *compel* the minority to unite with the majority in production and distribution—in the exertion of labor and in the disposition of the products. No matter how many unite in accordance with their own desires, nor how few unite contrary to their own desires, so long as there is even one who does not unite voluntarily, equal freedom is denied. Therefore, socialism cannot accord with equity—cannot coexist with equal freedom

others, by denying them the freedom to exert their labor and dispose of their product according to their own desires. That all men will ever voluntarily unite in a common ownership and control of *everything* is simply preposterous. But even if they should ever become willing to, they would find it impossible to do so without securing to some more freedom than to others.

All history shows that with increasing freedom comes increasing simplicity and decreasing restrictions. The road to freedom does not pass through increasing restrictions and complications, but through



STADIUM—PAN-AMERICAN EXPOSITION, BUFFALO, N. Y., 1901.

In the Stadium will be seats for 12,000 people. It contains a quarter-mile racing track and ample space for all the popular athletic games. Here also will be the displays of live stock, automobiles and other road vehicles, farm and road machinery in motion. The large space beneath the seats will be used for exhibits.

—unless it is purely voluntary on the part of all participating.

But voluntary socialism is not what socialists are now preaching. They are preaching compulsory socialism. They would accomplish their object by the ballot box—by a majority vote, thus compelling the minority to submit to the majority in this matter. But majorities are not always right. The vote (or voice—expression of will) of a majority does not make anything right. Majorities may trample on the freedom of minorities as readily as minorities do upon the freedom of majorities.

That socialism, whether by majority or minority rule, can never be anything else than despotism is evident when we consider that, in order to so exist, it must deny *some* men as much freedom as it accords

the abolition of existing restrictions and the simplification of methods. Freedom is not the result of government. Absolute freedom is the absence of government—the absence of restrictions. Equal freedom will result only from the reduction of government—of restrictions—to the least possible necessary to secure equality of freedom.

When a majority of men come to recognize the fact that equal freedom is the largest possible freedom for all; that no social adjustment can be satisfactory to all which does not secure equal freedom, and that anything short of equal freedom will give rise to continual social disturbances and thus threaten their own security—in short, that equal freedom is not only the best for the minority, but for *themselves*—then they will understand that their exer-

cise of power must be limited to the securing and maintaining of conditions of equal freedom.

W. E. BROKAW.

FROM GALVESTON, TEX.

Sometimes we hear of wires being crossed and again we hear of people getting their "dates" mixed, but the following is somewhat out of the ordinary.

Our good friend Hagan should not become discouraged because he thought Bro. Dolphin was President of the Santa Fe Railroad when he wrote the following application for a "scab" job during the telegraphers' strike on the Santa Fe Ry., but should look forward to the bright future which is undoubtedly before him, and follow the old command: "If at first you do not succeed, try, try, again."

Tucker's Gap, Tenn., Dec 8, 1900.

President Dolphin, G. C. & S. F. Ry., Galveston, Tex.:

Dear Sir:— I am informed that a strike is on hand at your town and roade I would be glad if you would place me I have Bin in the employ of the I&N and NC&StL RR at Nashville and am a all roundd good man Telegraph Operator Stenographer and Type riter agent & porter. I am a non onion man and also a good cleark Having served a Number of years at Hermitage, Tenn. Please telegraph me at Silver Springs Tenn Wilson Co. and I will come at once and do anything you want me to, idont want no big wages eather I am a ekonomical man.

Yours truly,

H. H. HAGAN.

Here is another one showing the caliber of the individuals who try to drown others that their own precious carcasses may be saved:

Five Forks, Ga., Dec. 18, 1900.

Mr. M. M. Dolphin, Prsident of Santiffee Ry.:

Deare Sir and friend I Saw in the Atlanta Constitution of a strike on the Santiffee Ry. I am a operator and are workin for the Southern Ry. at Present if

you need eny men let me no at oncé and I will com yours Truley,

J. W. TOLBERT.

P. S.—Will Give Refrence if nessary.
Send a Pass if you need me. J. W. T.

OUR FUTURE.

A government without the consent of the governed cannot be made a success. This applies in labor organizations as well as in politics. But a small portion of our members ever get to attend either a session of the Grand Division or a local division, yet we have a means of making our wants known. THE TELEGRAPHER is published for the good of the Order and we should feel free to use it in making our wants known, instead of always complaining because some one else has never advocated the plan we wish put into use. Possibly no one ever thought of it.

I think our Board of Directors would be justified in offering a prize of \$10 each for the best article on each of the following subjects, in order to strengthen our weak places in the future. The contest should be held open for four issues of THE TELEGRAPHER.

1. What is the best way to keep up interest among the members of a system division?
2. What is the best way to secure a large and regular attendance at meetings of a local division?
3. How can we reduce the average cost of securing new members? It should not cost us over a dollar for each dollar collected as at present.
4. What legislation does the telegrapher most need and how shall it be secured?

E. R. CRAM.

Smelter, Mont.

FROM MANILA, P. I.

Too much cannot be said in praise of the signal corps now located in the Philippine Islands. Col. James Allen, signal officer, Division of the Philippines, has during the past month been one of the busiest men in the city of Manila, and his men have stood by him, working night and day. He has 3 officers and 311 men. During the past

few months the insurgents have been doing a general wire-cutting business all over the island, and at times it has been most dangerous for a man to go out and repair the breaks that they have made, and in a great many instances heavy escorts have been sent with the men.

Although the Philippines take up a small spot on the large maps, it has over 3,000 miles of telegraph wire. There are 303 telegraph stations connected with Manila, and 102 local systems. The general system consists of the Eastern Extension Company's cable to Cebu and Bacolod. The military cables between Cebu and Orinoc and Guinayangan and Pasacoa; Manila to Cavite and Naic to Corregidor. Also the military land lines on the islands of Luzon, Panay, Negros, Cebu, Leyte and Bohol. Communication between Bohol and Cebu is made by heliograph during the daytime and flashlight at night.

At the present time a cable is being laid between Zamboanga and Jolo, which is expected to be completed by January 1, 1901. The mail office of the military telegraph is situated on Calle Nozeleda, in a large two-story building, the officers' quarters on the second floor. On the first floor is situated the telegraph office, which is large and airy, the floors are of mahogany, also the tables. The buildings are lit by electricity.

As one enters the main entrance, they find themselves in the receiving clerk's room, Thomas J. Connolly in charge, who accepts from 300 to 500 messages daily. On the right of this room is found the operating room; this room is equipped with the latest instruments, and the switch board will accommodate 25 wires, but at the present time it only has nine wires and five loops running into it. Mr. John A. Kick acts as wire chief and also chief operator. Fourteen operators are employed from morning till night. The main office is never closed, and on an average they handle about 1,000 messages daily, and all are first-class operators; none but those that can use a typewriter are employed. The commanding officer is Capt. Edgar Russell, who is always on top to see that everything is working right, and

is very pleasant and kind to his men. The names of the operators employed in the main office, as near as can be ascertained, are as follows: Kick, Simes, Henderson, Redfield, Crooks, Shane, Dillon, Smith, Vandervort, Broomer, and two others, new arrivals from the States.

Branch offices are established over the city in the different headquarters, also at the Captain of Ports, which employ about ten more operators.

Many operators are employed on the railroad (if one might call it such a thing). The signal corps have all been blessed with most excellent health since they came on the island. Out of the large number employed only one has lost his life by sickness, and four more lost their lives by being ambushed and bullets from the enemy.

A word to the wise: Boys, don't come here unless you have plenty of money to hold you up for a year, as the wages in every line are very small, and most of the outside positions are held by the natives, who get on an average of 40 cents Mexican a day, and live on rice.

Respects to the O. R. T.,

73 to all.

"S."

A DEFENSE OF SOCIALISM.

I had thought not to intrude again upon the questionable policy of discussing semi-political and semi-religious ideas in a labor union journal, but our editor being liberal-minded, seems inclined to give us full sway as correspondents, and I am unable to resist the inclination to briefly review the article in the November number in opposition to Socialism, which emanates from the City of Brotherly Love. The Brother's initial argument (?) is an effort to politely express the opinion that Socialists are more ignorant than other white folks. They know little of history and less of human nature. Be it so. Out of the mouths of babes sometimes cometh wisdom which confounds even the wise. I fear the Brother has been so hit. The two sentences which occupy half the next column would give one that impression. It would require a lawyer from home to

disentangle an idea from this conglomeration of words.

The next proposition which he springs is that because men become hardened under hard conditions, they will undoubtedly become harder under just conditions. Beware of Socialism—under its degrading influence even the women may become addicted to spitting on the floor.

We are then informed that the only logical objection to ideal Socialism is that it is illogical. The Brother here strikes by accident or design the only "argument" which the defenders of "things as they are" have been able to set up against the multitude of almost self-evident truths, upon which the Socialist bases his indictment of the present industrial system.

So then, Brother, we are not to strive, because the prize is beyond our reach. History must teach us that great achievements do not require great effort. The work of the world's greatest minds has all been in vain. They have accomplished nothing. The ideals of the past, which have become the living realities of to-day, were not forwarded by mortal man. I suppose the "balance of economic powers" is responsible for it all. I shall anxiously await the coming of the threatened lesson on "industrial mysteries." I had heretofore been under the delusion that human progress was due to human discontent and human endeavor—but, if I catch the Brother's meaning, it has all been born of nature's cruel laws, with "economic powers" for sire, and, perhaps, a hard money monetary system for its dam.

The Brother asks: "Who would not welcome Socialism or any other system which would give us the highest ideals of life and of living?" That's easy. He wouldn't. Else why this effort on his part to draw our eyes away from what he acknowledges to be the most worthy ideal to which the human mind may aspire.

To establish justice and give to every man his rights is the alpha and omega of Socialism. Who would oppose it? Only the man who is so constituted that he cannot aspire to anything which he can't get his hands on and smell. 'Tis the star of hope, Brother, which leads us on to

better things. Better be a dreamer and cheer your fellow travelers with the beauty of your vision, than be a millstone about the neck of the hopeless. If the suffering and the sorrow which o'ercasts this bright world with gloom is some day to give way to joy and laughter, why not peer with your weary eye far enough ahead to catch a glimpse of that happier time? 'Twill not hurt you, and others it may help. "Christianity is preferable to Socialism," so says our Brother. But why such a comparison? Why connect religion and economics, Christianity and politics? That battle has been fought and your side lost. Socialism stands for a scientific system of production and distribution—has nothing to do with creed or cult. Its adherents would place mankind upon a footing of equal industrial opportunity, and we have faith enough in the heart and brain of man to believe the result will vindicate human nature of most of the malicious charges now laid at its door.

We Socialists may not know much about history and economics, but this we know: Our present prosperity, beggarly as it is, cannot last for aye. As a result of the workman not being allowed to consume a just portion of what his labor creates, we will speedily be confronted with the problem of overproduction. Then comes the time of stagnation in business and suffering alike for the innocent and guilty. The future panic is inevitable.

With Patrick of old, we say, let it come! let it come! When the anguish has abated, when the sorrowing is o'er, there will be found among us more dreaming Socialists and fewer dreary dunderheads. The dawn of that bright future will have grown more distinct, and the carcass of capitalism will have become more disgusting. From the loins of this old giant Capitalism will come the youth Collectivism. I know not what will be the color of his eyes and hair—what his stature and his strength, but upon this hope I found my faith and plant my doublins—he will be a vast improvement on his sire.

But wherefore this waste of words; the difficulty is just this: Bro. Hiller sets up in his mind a man of straw, discovers he

is not handsome, and proceeds to rail at him. He's right. His creation is no good. The Socialist sets up in his mind an ideal state of society in which the weakest shall receive justice and have every advantage and encouragement. He calls its name Socialism. He believes his ideal will become a reality just so soon as he can get enough people to help him establish it. His work is to interest men in each other's welfare. To arouse the latent good in human nature and to give it a chance to get up and hump itself. The scientific Socialist has no cut-and-dried plans and theories regarding the details of the new order. He has a few broad principles which he knows to be just and right, and he believes they should become the groundwork for a reconstruction of industrial relations between men. His corner-stone is Justice. His first work is to create a desire and a faith in the hearts of the people for better conditions, and to show them that these conditions can best be realized through co-operative effort. He is perfectly willing to trust to the intelligence and fairness of his co-workers for the details when once they have caught the spirit of the movement. To throw a slur at a co-operative colony, to raise an objection to an imaginary system of despotism, is not to answer socialistic logic. Come West, Brother, come West, where there is room for cerebral expansion. When you come to realize the bigness of it all, to comprehend the fact that Socialists are people who have faith enough in God and man to believe that justice shall one day reign supreme, I believe you will gladly sheath your individualistic sword and joyfully lean your shoulder against the rear end of the bandwagon of progress.

When the day of reckoning comes and men are met to devise the plans of the co-operative commonwealth, some of us will remember our Philadelphia Brother's services as a law-maker in the days when capitalism and trade unionism reigned supreme, and I doubt me not his shining face will be seen among the legislators, and his aged hand will eagerly aid to pen the code of justice. Object to Socialism? No, Brother, you can't afford to do it.

The man who does so simply objects to the only genuine effort which the world has seen to once for all abolish despotism, tyranny and oppression, and establish freedom, brotherhood and justice. When you have the courage to join hands with the people who propose to fight it out on these lines, when you get the spirit of "give me liberty or give me death," then you are a Socialist. If you are content with less than this—well, you have my sympathy and my prayers.

DICK DRUMMOND.

A HYPNOTIZED TELEGRAPHER.

Owing to certain conditions which every intelligent commercial telegrapher is familiar with, "Secrecy" is the motto of the Brotherhood of Commercial Telegraphers, but, while all members are cautioned not to expose their affiliation, your humble servant is an exception on account of official position making it at times necessary to do so. In all movements of this kind some person or persons must, necessarily, perform certain duties without regarding who may be offended or who may be pleased; therefore, I frequently meet old-time friends in other vocations of life, who, while expressing a hope that my efforts may be successful, nevertheless ominously shake their heads, saying: "You are wasting the best years of your life." I tell them I am self-hypnotized with a desire to establish an organization for the protection of the labor of my craft; but that is not the sort of hypnotized telegrapher I wish to tell you about.

I am frequently approached on the street by strangers, who, knowing me, introduce themselves as "brothers," and we have many quiet conversations on craft matters which greatly encourages me in my work. One day, while discussing B. C. T. affairs with a brother, a hypnotized telegrapher chanced to drop in on us, although we were hidden away in a dark, damp tunnel, that being the only place where commercial telegraphers can safely exercise the freedom of speech and escape the corporative tyranny which would deprive us of that right. The intrusion upon our quietude was a stranger to me, so my

friend introduced me as Mr. —, a traveling man. The conversation gradually turned upon craft matters, and the stranger (whom I will call "Willeboy") remarked he was "getting good money" and "had no kick." To all appearance he was prosperous, for about his lank neck was a high collar and a "dooedly pritty tie, you know." His garments were up-to-date, and when I remarked I was pleased to meet a "contented man," he managed to operate a muscular spring in his neck, and created what is known in real high-ti-ty-ti society as a smile. My friend was so affected that he forgot he was in a tunnel, and reached out to "press the button" for an invigorator, but the dampness of the tunnel wall reminded him that we were conspirators against monopolistic tyranny, instead of loiterers in a place adorned with mirrors and fairies. After injecting a few queries into the man without a kick, we learned that he worked from 15 to 18 hours per day; that his rate of pay was \$65 per month, overtime proportionately. An investigation into his intellectual think tank resulted in the discovery of naught substantial; and, yet, he *looked* intelligent. To a query as to whether such long hours were unhealthy, he replied: "I suppose so. Sometimes I find my nerves all unstrung, and I cannot sleep; my fingers get cramped on the key, and I cannot send like I did a few years ago, but have to keep up the average number of messages required. I earn \$90 a month, which aint bad, is it? Some of the boys talk about organizing a brotherhood because the salaries are too low and the hours too long, but I don't see any reason to complain so long as I can earn \$90, even though I had to work longer hours. We are telegraphers and must work for one of two companies. A position with either gives a chap better standing in society than if he worked in a store; at least the girls think so. The work is clean and I can keep my hands neat. Of course, the air in some offices is not wholesome, but the company is going to remedy that soon. My chief told me so. He is a nice gentleman and I know he would not deceive me." I kicked an empty oil can as an interruption and asked the self-

hypnotized telegrapher if he did not think the commercial telegraph companies offered young men special inducements to learn the business and pursue it until death called them hence. He replied: "Yes, sir. If my father had not sent me to a telegraph school I would now be in his store clerking. It is a miserable little country store, too." (His father pays a clerk \$75 per month).

We escorted this self-hypnotized being from out of the dark, damp tunnel and guided him to the home of another commercial telegrapher, whose ability and experience was unquestionably superior. There was related the old story of unsuccessful application for steady employment and the inability to earn sufficient for the needs of the family, because of a position on a long extra list. This man said: "The wolves pick the bones clean before the extra man has a chance at them. They would scoop in even the bones if they had sufficient physical endurance."

I turned to the self-hypnotized man, the would-be member of high-ti-ty-ti society, and told him he and his class were the wolves; also those who loved a dollar too well to let go a chance to scoop it in. That a first-class commercial telegrapher should have regular hours of labor and a salary not less than \$80 to \$90 per month. Offices should be well ventilated and the wolves driven into the obscure Beyond. It was too much for Willeboy. He placed his fingers in his ears and ran out exclaiming: "You are disloyal to the company! You are a plotter against its interests! I will tell my chief." But before he escaped sundry and divers things happened which the following note explains:

"Mr. —, Manager. Dear Sir:—I am sorry to inform you that I am suffering from an acute attack of self-hypnotism. It caused me to fall into the river, but some kind friends rescued me. I hope the business of the company will not suffer during my enforced absence. Yours respectfully, P. Q. Willeboy."

(Mr. Editor: Since writing the above I learn that Willeboy is dead, and the telegraph company is searching the world in vain for another like him. Business is greatly delayed owing to Willeboy's unex-

pected demise. All commercial telegraphers who feel a similar attack coming on, should notify the company, so the regular movement of business may not be disturbed.)

Years ago I endeavored to impress upon the craft that the excessive working of overtime was a curse; that so long as men would accept an inadequate wage and work overtime, so long would an inadequate wage be paid them. Overtime steals from the fraternity the hours which should be devoted to the family; to self-improvement; to recreation; and to rest for a brain wearied working for hours at a high tension. Overtime steals from your associates the labor they are entitled to; steals from them the opportunity to earn a decent livelihood for self and family. Willeboys are not the only evil in a commercial telegraph office. Think of this: when you are "wolfing" on that "bonus wire" (another injection of injustice). To-day I hear the echo of warnings given over twenty years ago, and warnings repeated from time to time at intervals of a few years. Prophecies made twenty and ten years ago were disregarded. To-day all acknowledge their fulfillment. Continue on, "scoopers," "wolves" and "Willeboys," and ere long you will be pleased to remain at the country store and on the farm with father, for instead of present rates of pay, the standard will be \$25 and \$30. Just another prophecy; that's all! Other prophecies were well founded; this one, of course, cannot be recognized as worthy of consideration. But mark down in your family Bible that if something is not done to relieve the situation you will suddenly awaken from your self-hypnotized condition of security and be forced to seek some other pursuit when your hair is threaded with silver—a bad time in life to make a change. Enjoy playing Willeboy now and pranking around in high-ti-ty-ti society. It will be a pastime in your old age to think about it all; and how you made no effort to protect your skilled labor.

J. R. T. AUSTON,
69 Ogden Ave., Chicago.

FROM PENNSYLVANIA.

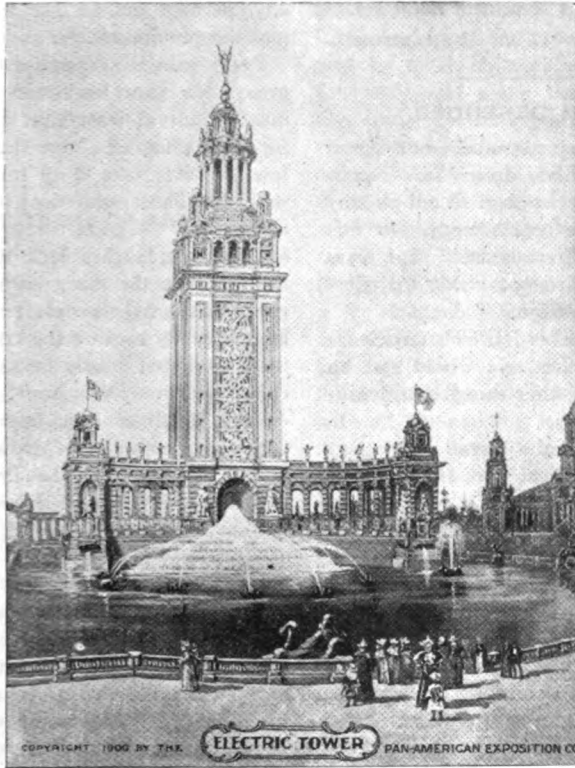
I like the philosophical conservatism and argumentative construction of Constitutional Hiller's "Socialism Not the True Remedy" of the November TELEGRAPHER, and, while not sumptuous—a good point—his thrusts are salient, especially where he says that character makes the individual, the system and the nation, though it can be truly said that the want of character, in many instances, compels systems to undergo reform and to have their foundations strengthened, and nations losing their sturdiness of character at least, through the one certain source of corruption—the concentration of wealth—fall into decay. Systems are also reorganized and remodeled of course, from growth of intelligence and knowledge, though use and experience, an illustrative proof of the ever-expanding qualities of the human mind, and the continual increase of wisdom. That "we gain justice, judgment with years, or else years are in vain," is true of the individual, and, happily, of the system, if strong individuals be chosen to lead. Unfortunately this is largely wanting in our political progress—more so than in many others of our institutions, for it must be plain to every thinker and observer that our partisan structures are weakening—that from the very reacting force of their ethical uses and powers perverted, the socialism which Bro. Hiller so ably contends against will come, and the systems and their supporters will be chiefly responsible. Unless the people become positively subservient, or meekly submissive, suffering retrogression of a slavish character, what else can be the outcome? Were we given the referendum, state or national socialism might be averted, but there is no disposition evident on the part of the leading statesmen and economists to favor that equitable institution.

That special privileges—the incarnation of "hand outs"—are undermining that freedom of the individual in the world of trade and commerce, and will, in fact, already is, encroaching upon and menacing the limitations of the field of human inventive and creative genius, is plain to those who take the trouble to investigate. There might well be a few of those other species of "hand-outs," which the good brother sat-

irizes, even if they did smack of socialism, rather than the astonishing if not appalling many that are now handed around to concerns already stupendous in their scope and power.

Our brother, like Kipling, evidently worships "the god of things as they are," but

As to the worship of "things as they are," that is very good, as far as it goes, but we can hardly feel assured that all the captains of our industrial systems are only inspired by the "love of the working," because it is human nature to be selfish, and, under the present conditions, it is difficult



ELECTRIC TOWER—PAN-AMERICAN EXPOSITION.

The Electric Tower, 375 feet high, will be the center piece of the Exposition. The beauty of this Tower is beyond description. The entire exterior is of richly moulded work and many costly groups of sculpture will adorn it at salient points. It will stand in a broad basin, and from a niche in its southern face will gush a cascade 30 feet wide and 70 feet high. The illumination of this Tower at night will be particularly beautiful and wonderful.

we may, with good reason, view with misgivings, if not alarm, the systems that are being established by our propagandists, regardless of the violation of moral, civic and economic laws, which are now considered, along with the Declaration of Independence, as old, obsolete, and as entirely unfitted to the conditions of modern social and commercial economy, and the vaunted achievements of the later-day diplomacy.

to see how selfishness can be made to compass the least evil, which is the "ne plus ultra" that any reform or regime can hope to accomplish.

The assertion that socialism, or any other ism, means evolving the race into sensual slavery may be refuted by the brother's own belief in the undaunted spirit of the American people, and granted that the faults of socialism be many, that it would destroy

the national character is a lame and impotent conclusion. It is a matter of history that national character never changes, and, as for the American people, they have the proud distinction of having organized the first republic that ever succeeded, and, whether autocrat, democrat or socialist, the national character of the people will never change, but it will be great enough to change their systems if proven defective.

G. A. RICHARDSON.

SOCIALISM DEFENDED.

In the November number our good brother, S. W. Hiller, drops his "reconstruction" ideas long enough to tell us why socialism is not the true remedy. In this case, he does not "reconstruct," but tears down, or, at least, attempts to do so. Perhaps he has succeeded, but I doubt it.

The gist of Brother Hiller's article is that if given socialism, we would spit on the carpets and do other things too dreadful to mention.

Such conditions might prevail with a certain element if socialism were thrust on us to-day, but, like all permanent movements, it will not spring up mushroom-like, but will come gradually, and will be understood and appreciated at its true worth on that account. Socialism is too complex a movement to be adopted in the whole at one time, but just as sure as we have daylight and darkness it is inevitable, but it must come in its own time, way and place.

Will Bro. Hiller deny that we are practicing socialism now? How about our postal service? Is that an individual or co-operative institution? Will he deny that the trusts or combinations, so called, are not socialistic movements. Very true, they operate for the benefit of the few, and not the many, but that is the fault of the many, but the many are grasping the idea slowly, but, on that account, the more surely. Will he deny that the Order of Railroad Telegraphers is not a socialistic movement? Will he deny that any movement whereby human beings co-operate, is not a socialistic tendency. In fact, the signs of the times are decidedly socialistic. It is as socialistic writers say, particularly the Fabians, "Unconscious Socialism."

Why are there so many "parties" in the United States to-day? The Populist, the Middle-of-the-Road Populists, the Social Democrats, the Socialist Labor Party with its clear cut principles. I might also add the Democrats and the Single Taxers. Clear cut socialism on the part of some, but socialist tendencies on the part of all, and a movement that will at some future day, perhaps not so far away, crystallize into the genuine article.

Every man is a socialist to a certain degree. No man has ever studied it but must admit at least that there is ground for deep thinking along these lines. Very few that ever take it up but are impressed with it. Those who drop it will, if questioned, say, "A good thing, but visionary," in other words, they lack the go-aheadiveness to take the thing seriously. But the great mass of the people are learning their lesson, partly because the trusts are driving them to it, but mostly because of a natural enlightenment. We must be optimistic enough to admit that, appearances to the contrary, the world is growing better and wiser, if only from the fact that we are discussing these great questions the more.

Our brother says "socialism appeals to cupidity and makes sensual slaves." Who are the sensual slaves? "They who toil not, neither do they spin," or the poor devil who produces that which keeps the real "sensual slave" the non-producer in idleness, while he, the aforesaid poor devil, has not, in a great many cases, a square meal for himself and family. Of course this picture will only apply to the lowly as far as the shortage of food is concerned, as the great working class, as a whole, have enough to eat and wear, but I maintain they have not enough of the luxuries of life that our present mode of living calls for, and which is necessary for a higher education, and, to speak from a socialist standpoint, what is due the community as a whole.

Again, our brother says, "We have enough bosses under the present system." We have too many, and they do not earn their salt. Under socialism they would have to go to work the same as you and I, and not be figureheads, whose greatest exertion is to draw their pay. Under a

socialistic form of government all labor would be scientifically applied, and the "bosses" would be where they would be most needed or starve.

Again, our brother tries to associate the idea that the church as a socialistic movement has failed. I have yet to learn that the church is socialistic. If they would follow the teachings of Jesus Christ, the great socialist, or had done so in the past, we would not have so many "churches," with their countless creeds and dogmas.

Onward with the great cause of socialism.

In S. O. & D.,

JOHN TRAINOR.

WHAT RUBBISH OF AGES.

It has been said that "philosophers of high and low degree have been telling us for the last four thousand years that each generation of men need to go through the same personal experience of previous generations in order to learn something."

Yes, the philosophers have been telling us this, and full well has it been realized and practiced, or there would never have been a school, college or workshop for the manufacture of brains; and the truth of what they have been telling us need not be emphasized, for it is one of those things which "goes without saying."

The father and mother, too, if they be philosophers, know full well that they cannot live the lives of their children. They can protect them, guide them, teach them, correct them, set them in the right paths and give them a fair start in life, but if they attempt to live their daily lives and think their daily thoughts for them they have an inaccomplishable task. Their children's thoughts are their own, their character, their disposition, their individuality is peculiarly their own, and the philosophic parent knows, too, that there is but one way that their children may live successful lives, and that is to let them get their own experience, and at the same time see that the "wisdom of the ages" is imparted to them as well as to impart their own personal experience brought about by ends sought.

The philosophers have never told us that we should turn a deaf ear to history and

heed it not. On the contrary, the real philosophers have told us that John Smith built his house upon shifting sand, and that his house fell; and that John Jones built his house upon a rock, and that his house stood firm, and they have warned us to beware of all evils and court all good. "Hear ye! Hear ye!" has been their cry, and the people have heard, and the struggle has been for more liberty and a larger life. And more and more has it been realized by these philosophers, even those of four thousand years, that individual freedom and personal experience of every generation and all peoples bring liberty which only comes through power, that knowledge through which and out of which springs organization, which is brought to the surface by the lessons taught by the "fearful struggle for existence."

We struggle because it is the purpose of nature that we should, and with all the fault we can find with the God who made the universe for not making it perfect, and with all the scolding we can do because of the perverseness of human character for disobedience to the moral laws and a non-compliance with natural law or the making of artificial laws, it avails nothing. We are here. We know we are here. We know the conditions under which we exist. We know that we are predestined to struggle for existence. Then why kick against the pricks, or lie down and refuse to struggle with a determination to take what comes and abide by consequences. Why not struggle and continue to struggle, struggle manfully and fight the good fight. We should. We must. We are compelled to struggle like men at the pumps of a sinking ship.

What a dreadful wail of despair goes up from our modern philosophers who preach peace on earth and good-will toward men when they exclaim: "That dreadful struggle for existence preached by so many millions of men called good and wise as indispensable for us to grow into perfection or something like it," and then sing of the happy little squirrel of the woods which knows no selfishness, but peacefully cracks his nuts, extracts the kernel, and hies away to his hiding place. How delightful to contemplate! How shy the bunny, and

how swiftly he scampers off across the field when he thinks danger approaching. Ah, how pleasantly the sweet inoffensive little bird chirps in the treetop, and unsuspecting the fowl takes to the roost. Along comes the hunter hungry enough to eat an ox, and down comes Mr. Squirrel for a toothsome bite. Ah, Mr. Rabbit, what a fine mouthful you are for a hungry bear. The hawk swoops down upon the sweet little song bird, which has been chasing in-

about it; and they have learned not a little, and handed it down from age to age, and from generation to generation, until the very ends of the earth know more or less of the subjects, and have been benefited by the great things reasoned out by these powerful and wonderful minds. And one of the things we have come to realize and recognize to-day is the truth of that "fearful struggle for existence" demonstrated by these philosophers of high degree. Isn't



BRO. D. E. CHAMBERS,
Secretary and Treasurer Kansas City, Pittsburg
and Gulf Division No. 5.

sects all day long, and both for the same end in view. And the fox, or the hungry "nigger," even in New Jersey, knows the advantages stored in the hen roost. And all this is but the beginning of the "fearful struggle for existence" with the end carried far beyond by the intelligence of man, and by every consideration, too far, when it comes to the exploitation of his fellow.

Lyell, Darwin, Agassiz, Huxley, Tyndall and a great concourse of other philosophers of high and low degree in the last four thousand years, each in his way, and in his sphere, set himself to studying this big world of ours to learn what they could

it strange that we philosophers of low degree never learn much until the philosophers of high degree indicate the source from which we can realize the truthfulness of truth.

"To most persons nature seems calm, orderly and peaceful. They see the birds singing in the trees, the insects hovering over the flowers, the squirrel climbing among the treetops, and all living things in possession of health and vigor, and in the enjoyment of a sunny existence. But they do not see, and hardly ever think of, the means by which this beauty and harmony and enjoyment is brought about. They do

not see the daily and constant search for food, the failure to obtain which means weakness and death; the constant efforts to escape enemies; the ever-recurring struggle against the forces of nature. This daily and hourly struggle, this incessant warfare, is nevertheless the very means by which much of the beauty and harmony and enjoyment in nature is produced, and also affords one of the most important elements in bringing about the origin of species."

It is a matter of common observance that if a garden be left to itself weeds will grow up and destroy a number of flowers, but it is not so commonly known that if the weeds be permitted to continue their monopoly of the ground that in the course of time these same weeds will be succeeded and displaced by other weeds of different species. In animals it is the eggs of the very young that suffer most from their various enemies! and in plants the tender seedlings when they first appear above the ground; even field mice destroying the nests of the bumble bee, and the browsing cattle cropping what would be forests of noble trees.

A curious example of the struggle for existence between plants reaches us from New Zealand. The English water-cress grows so luxuriously in that country as to completely choke up the rivers, sometimes leading to disastrous floods, and necessitating great outlay to keep the stream open. It was found that planting willows on the banks of the stream was an effectual remedy. The roots of these trees penetrated the bed in every direction, and the water-cress, unable to obtain the requisite nourishment, gradually disappeared.

Space not permitting enlargement upon the subject, allow us to make another quotation and close. "In several parts of the world insects determine the existence of cattle. Perhaps Paraguay offers the most curious instances of this; for here neither cattle nor horses nor dogs have ever run wild, though they swarm southward and in a feral state; and Azara and Rengger have shown that this is caused by the greater numbers, in Paraguay, of a certain fly which lays its eggs in the navels of these animals when first born. The increase of these flies, numerous as they are, must be

habitually checked by some means, probably by parasitic insects. Hence, if certain insectivorous birds were to decrease in Paraguay, the parasitic insects would probably increase; and this would lessen the navel-frequenting flies, the cattle and horses would become feral, and this would greatly alter the vegetation; this again would largely affect the insects, and thus, the insectivorous birds, and so onward in ever-increasing circles of complexity. Not that under nature the relations will ever be as simple as this. Battle within battle must be continually recurring with varying success; and yet in the long run the forces are so nicely balanced that the face of nature remains for a long time uniform, though assuredly the merest trifle would give the victory to one organic being over another."

With reference to society, our plain duty towards our fellow man is a very simple matter, but our complex duty towards the race of man and the society he has necessarily invented for his protection is just as varying as the intricate laws which govern nature and the universe.

S. W. HILLER.

WHAT A SOCIALIST WANTS.

As a class-conscious Socialist who has been in the labor movement for fifteen years—a victim of the blacklist, injunctions and the competitive system—I was immensely amused, if not enlightened, by the attempt of our constitution moulder, Bro. Hiller, in his ground and lofty tumbling efforts to justify our great international game of grab and wage slavery, and to show that the O. R. T. should make no investigations nor take part in the great economic changes and forces that are evolutionizing and revolutionizing industry and society. His attitude is that of the pure and simple trades-unionist, who believes that labor—the creator of all things—should inherit a gunny sack (wages) and an empty stomach, and look appealingly to those superior beings whose massive (?) minds move the world. Bro. Hiller is in close touch with our National Constitution. He would have this "inspired" document passed along the misty corridors of time and cause the human race to be fitted, for many genera-

tions, to its pre-historic conditions, because the revolutionary fathers couldn't anticipate the changes of to-day. Had cannibalism been in vogue when Bro. Hiller made his entree upon this sphere he would have been its foremost defender, and his vocabulary badly ruptured in showing what a moral and gratifying thing cannibalism was to those who were being served *a la ragout*. The wage system is the corner-stone of his faith, and if he ever took a header into the sea of Socialism there is nothing in his diatribe to indicate that he even got his feet wet. He would have the wage slave be content with a tenth of his product—there would be no pipe dream there; to build mansions and inherit hovels; to raise school houses and inherit ignorance; to vote the bosses' ticket and inherit disfranchisement soon as they begin to see the game; to bear the burdens, do the work, live in misery and die in poverty. The brother asks: "Is it the system, or the human beings under the system that are responsible for its failures?" Man is a creature of environment. What Socialism proposes is a change of surroundings. As a swamp breeds malaria so our present planless system breeds failure for the many and successful exploitation by the privileged few. Co-operative colonies are not endorsed by scientific socialists and never have been; they recognize their limitations and point the workers to universal co-operation as the only remedy.

Socialism is intensely practical and materialistic, and inspires the proletarian with the knowledge that in his own strong arms and aggressive acts lies the power to break the chains of creed and political superstition that have bound him so long a slave to capitalism and its apologists.

Certainly, as a labor organization the O. R. T. should cultivate a knowledge of Socialism, endorse it by tongue and pen, vote class-conscious Socialists into power who will enact legislation that will never be "unconstitutional," because labor would then be supreme and sustain its servants, and quit truckling to and crawling at the feet of capitalist politicians, begging for favors they never get, and sustaining a lot of fakirs who are continually stripping them naked to their enemies. What a

striking contrast is presented by the platforms of the two capitalist parties, and the S. D. P. Read, reflect and quit this capitalist catspaw business. The class struggle is well illustrated by labor organizations themselves, which are organized protests against the very system that Bro. Hiller so valiantly upholds. A Socialist believes in agitation, education and organization—along class-conscious lines. He believes it is supreme folly for labor to beg for a tenth of its product when by intelligent application of its power it can capture all of it; he sees the inconsistency of talking unionism 364 days in the year and voting a scab ticket on election day. Socialism embodies all the demands of labor, and shows that only by class-conscious action at the ballot box can they be secured. To paraphrase Bro. Hiller: "Fill the pages of THE TELEGRAPHER with Mother Goose melodies and plute platitudes so that when we are awake we can W-O-R-K; the pipe stories of the yellow press will give us the Goo-Goos if we ever get time for sleep."

A. S. D.

SUGGESTED CHANGES.

The report of proceedings of the Special Session shows there were many badly needed changes made, and no doubt our organization is on a sound foundation that can withstand many a hard struggle, if necessary. Our grand officers know what is expected of them by the rank and file, as their work has been clearly pointed out to them, and there should never be another controversy like the one that has just been settled in no unmistakable manner.

One thing which I believe has hurt the organization, is that there has always been too much sentiment in the acts of the grand conventions heretofore, and instead of doing business in a hard, close business manner, sentiment ruled. Sentiment is all well enough, but it won't do in an organization like the O. R. T. What we need and must have in the future is the affairs of this Order shall be run strictly in a business manner, so that the hard-earned coin of the overworked telegrapher will

not be wasted by Grand Officers, who may form the idea that it is perfectly right for them to be extremely extravagant. I know of no reason why our officers should not be limited to so much per day for expenses when traveling in the interests of the Order. This would cut the expenses down considerably, and as we are in this reform movement, we will make a good job of it and see if the O. R. T. can't be made the strong Order that it should be.

Another important matter which I hope will be settled at our next session of Grand Division is the organizer question. This has always been a bone of contention and should be settled once for all time. I am very strongly in favor of having no organizers, only those who are working on a system and wish to organize that system of road, that they be allowed organizer's commissions to organize *only* on the system which they are working on.

One more question, by no means a small and unimportant one: I believe we should have our mortuary fund protected by having something like the following article inserted in our Benefit Department:

1st. That all members who die within one (1) year after taking out insurance

beneficiaries shall only receive one-third of sum insured for.

2d. That all members who die within two (2) years after taking out insurance beneficiaries shall only receive one-half of sum insured for.

3d. That all members who die within three (3) years after taking out insurance beneficiaries shall only receive two-thirds of sum insured for.

4th. That all members who die after carrying insurance three (3) years beneficiaries shall receive full amount insured for.

This will not only protect this department more, but make the insurance feature a much stronger one of the Organization.

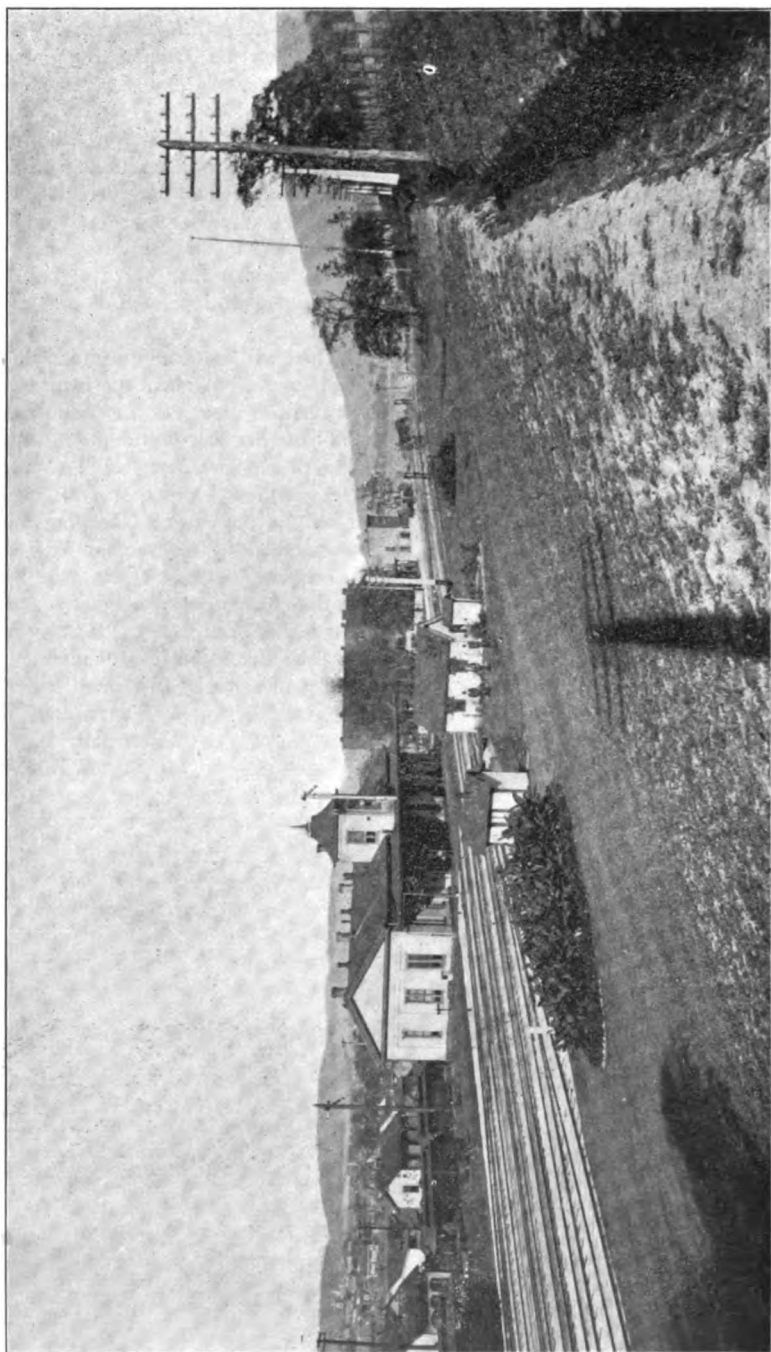
These articles pertaining to the protection of the mortuary fund should receive the unanimous support of all members, as it will be the cause of keeping our present assessments at the present figures.

Trusting these subjects will receive attention from the membership, and be fully discussed through our TELEGRAPHER, so we shall be able to be fully acquainted with the merits of same by the time the next session of Grand Division. I am yours,

Fraternally,

C. B. RAWLINS.





LEWISTOWN JUNCTION STATION, MIDDLE DIVISION, PENNSYLVANIA RAILROAD.
(Photo by Fehrer, Lewistown, Pa.)

FRATERNAL

Niagara Falls, Division No. 16.

With apologies to the Division Correspondent, I will say a little to the members of Division No. 16, and also to the "nons" on the Canada Southern Division of the M. C. R. R., through the medium of *THE TELEGRAPHER*. It is some time since I wrote before, having waited and looked anxiously for something from the pen of others more able to write something interesting for the benefit of all, but, lo! I have seen nothing. No, not a word all these months, and this is not as it should be. It's not according to the "eternal fitness of things." A short piece in each issue of *THE TELEGRAPHER*, in my opinion, would be the best plan to win over the "nons" from darkness into light, and I would suggest that the Secretary and Treasurer, or the Local President, request a certain member each month to write something. Let it be Tom this month, Dick next month, and Harry the next. Once get them at it, and they will all want to write each month, and you, Mr. Grand Secretary, would hear of such a boom in the ranks of the O. R. T. over here in Canada that you would want to take a vacation and come over to shake "glad hands" with us. We would make you welcome. It is rumored that the boys on your side of the river are to have a raise the first of the year. We are also expecting the same to be extended into Canada soon. Double tracking is going on here now, with the view of having the very best route to the Pan-American next summer.

Wishing you, and all the fraternity the compliments of the season. CERT. 2914.

Elizabeth, N. J. Div. No. 74.

N. J. C. Division Notes:—

A contest for a very neat O. R. T. emblem is now on among quite a few of the members of this Division. Each member is at liberty to be a contestant. Punch cards have been printed, containing one hundred squares, at one cent a square. Each card also has a coupon, and the member who receives the most number of punches will be declared the winner. Much rivalry exists as to who will win. Some of the boys we "13" are working like Trojans. It is a very novel scheme, and should net the Division a snug amount. The contests closes on the evening of January 12, 1901, which is our regular meeting night.

The lucky member's name will be announced in the next issue of *THE TELEGRAPHER*.

Bro. Kohl, of "FX" (who stood on the bridge at midnight), denies that he fell off the structure, as stated in the last issue of *THE TELEGRAPHER*. Henceforth the assertion is readily corrected, and the correspondent wishes to be excused. Its all a crab story, Harry.

Bro. Pennypacker resigned his position of third trick man for the C. R. R. of N. J. at "HY" tower, and now bears the title of dispatcher, having accepted a position in that capacity with the P. & R. Co. at Port Reading, N. J.

Bro. Doyle, a new man from the L. V., we find is holding down "BY" night. "BF," one of our solid ones, is the day man.

Bro. Schermerhorn, manager of "V" office, Plainfield, is conceded to be one of the oldest telegraphers in the service of the C. R. R. of N. J., and his touch of the key is still as clear as some of the younger craft. Miss Leavy is the able assistant at "V." Mr. A. C. Fitch is the night man, formerly with the N. Y., N. H. & H.

At "AU," Elizabeth Station, we find a new man, Mr. O'Neill, recently introduced into the ways of Jersey lightning, and comes from the "Keystone State," formerly employed by the P. & R. in dispatcher's office at Shamokin, Pa.

Bro. O'Connor, of New Mexico, U. S. A., has been transferred from Bay Way Switches, days, to Fiddler's Shops, nights.

The C. R. R. of N. J. is not going to be behind the age when it comes to railway appliances. It has (without exception) one of the finest automatic block signal systems that can be found on any railroad in the country. This block system, we understand, is to be extended shortly over the Lehigh & Susquehanna Division as far as White Haven, Pa., and, when finished, will be complete from Jersey City, N. J., to the above-mentioned point, a distance of over 160 miles. This is not the only good feature of the C. R. R. of N. J. It has good track and rolling equipment. Much credit is due the present management in providing for the safety of the traveling public. The C. R. R. of N. J. is composed of parts of the well known "Royal Blue Line Route," which also extends over the picturesque B. & O. to the West and South.

The engineers, conductors, firemen and trainmen of the Lehigh Valley received a substantial

increase in wages recently, but its telegraphers were not included in the raise of salary. Wake up from your slumbers, boys, and do not be unlike your neighbors, and get in line.

It is stated, on good authority, that our fellow craftsmen on the L. & S. Division have a solid membership to a man. This speaks well of Divisions Nos. 67 and 73. It shows what "stuff" our brothers in the mountains are made of. "Get up, Bill." Now, you "fellers" on the N. J. C., in the rear, please put on just a little more sand, and keep up in the race, and die hard when you do. "Nothing ventured, nothing gained."

The new division cards for the first half of 1901 are out, and are something nice in their design. Get one, boys, all of you. They don't cost much, and are worth their weight in gold.

Quite some changes have been made in the winter schedule of the C. R. R. of N. J. The Milk Express No. 20, east, and 21, west, does not carry passengers, as heretofore, much to the dissatisfaction of the patrons west of Somerville. A freight train is the only accommodation for a stray passenger now who is unfortunate to miss No. 15. Walking seems to be good, however.

"RX" Carteret's office on the Sound Shore Line has been closed Sundays. Our worthy brother, Thos. Fox, is located at that point, who is fortunate to have at least one day in the week which he can call his own. Tommy, where does your pull come in? Something in it, sure.

At "MS," Elizabethport shops, we have Sister Miss Beatrice Burns, always obliging and courteous to everyone. Bro. Bennie Gerry is the night man. He is one of our youngest members.

Mr. F. A. Kerns, of "JN," Port Johnston coal docks, days (sorry we cannot say brother, but, nevertheless, a jolly, all around good fellow), paid his respects to the old homestead at Fort Washington, Pa., over Christmas. "FA" says, "nuffin' doin' there" anymore.

We "13," some of the boys on the New York Division of the P. & R., are seriously considering the forming of a division of the O. R. T. Wonder if there is any truth in the statement. We hope so. It would be a good idea, and, without a doubt, would be a stepping stone towards the betterment of the social conditions, etc., of the telegraph fraternity on that line.

It's a wonder somebody on the Jersey Southern Division would not let themselves be represented through the columns of THE TELEGRAPHER occasionally. Never hear from you boys down there, and I'm sure your Grand Secretary and Treasurer would only be pleased to print any items of interest that can be furnished.

A new operator (unable to give his name) worked at "RO" Station several nights recently. Claims to have been sandbagged and robbed late one night. This fact he himself wired to the dispatcher's office after he recovered his senses. But the new man did not work at "RO" since. Jersey seems to have its desperadoes, too.

I will cut out for this time, "nuff sed." Wishing you, one and all, a Happy New Year, if it is not too late. As the pen is mightier than the

sword, I would be glad if some other brother would take up the former weapon of defense and let us hear something in the February issue of the journal. "GN," fellers.

Yours in S. O. & D.,

H. Y. Z., CERT. 439.

Chesapeake & Ohio Railway.

Rivana District, James River Division:—

It seems a hard matter for us to become sufficiently interested to write a few lines for THE TELEGRAPHER. We always look for a letter, but it has been some time since we have had the pleasure of reading a line from the Rivana, or Peninsula Districts. This way of doing business must be overcome, if I have to take the quill myself, and, as my ambition and inclinations run nearer the lines of farming than journalism, it is evident the goat will be fed.

We had a good meeting on the 19th. It is true we have had larger crowds, but we have not had a more representative one than was present at the meeting on the 19th.

Will say for the benefit of those who will not come out and keep in touch with the workings of the Order, that we are getting in good shape. More interest is being shown, and applications are being received from the non-members, and it is to be hoped that there will be better attendance at the monthly meetings during the coming year.

Too much praise cannot be given our General Chairman for the good work he has done for the Order during the year just closing. He has worked well, and the fruits of his labor is plainly visible. Had we more such men we would go forward at a more rapid rate. In his circular letter of December, he insists on attendance at the meetings and we agree with him that it is absolutely necessary to attend the meetings in order to keep the interest up.

It seems to me that the success that has rewarded the feeble efforts of our organization on this system is sufficient to encourage any one who is not prejudiced toward the work. Now, boys, commencing with the new year, let's take a fresh hope and a stronger hold, and attend the monthly meetings, and the work will go on as never before in the history of organizations. I know it is inconvenient to go to Richmond once a month, and there is always something to overcome in order to go, but go we must if we expect to keep the interest up. I know there is not a man on this division who can attend the meetings with any less inconvenience than myself. I have to go out and get some one to stay with the wife and little ones, to keep the ghosts away, and yet I have never missed a single meeting held on my division, and have attended meetings on other divisions, invariably losing a day, and sometimes more. Now, I am not saying this in a bragging way, but simply mention it to show you will go if you are interested. I have not done my duty fully, and it is plain some of

you have not who have not attended the meetings at all.

There is work for us all to do, so let's be at it. I am impressed with the fact that we are receiving considerations that should be appreciated. Our success as an organization depends upon the conduct of the membership, therefore let every man whose name is on our rolls do his duty to the very best of his ability, thereby proving to the employer and the neighborhood that he is worthy of the position he holds, that he appreciates it, and is ever ready to do the clean thing, looking after the company's interest, and showing a desire to carry out our part of the contract by rendering the very best service possible. I would like to suggest that the membership read *THE TELEGRAPHER* more and acquaint themselves with the secret work.

We expect a large turnout in January, and hope Bro. Stratton can be with us. There will be applications to vote on, and other business that should interest you, so be on hand.

We acknowledge receipt of a request from the boys on the S. A. L. for help. "Come over and help us they cry." And help them we must. Judging from information at hand the S. A. L. appears to be a splendid field. Take courage boys, and go to work to perfect the organization by an individual effort, and help will come in due time. Yes, "CF," I remember the old brick kiln. You will not answer my letter, but I heard from you the other day, and it made my heart glad to know you were doing well.

Now, a word to the non-members. Gentlemen, some of you have had your names on our roll. What more can be said or done to bring you to the conclusion that it is to your interest to give us your application. Are you not willing to come in and help us out? You say, "Oh, that compulsory insurance. If it was not for that I would join." Why, it is decidedly one of the best features of our Order. You think so, too, but you must have an excuse, and you think that a good one. I do not understand to save my life how you can sit idly by and see us giving our time and straining our energies to better your condition. What can we do to interest you? We hope you will soon see the error of your way and give us your application. We believe you will.

A few more words and I am out. Quite a laugh was caused at our last meeting by a night brother telling of the experience of one of our agents, which agrees with "Bill Billians" that the railroad agent is always equal to the emergency. It appears the brother in question receipted for a veal to be shipped to Richmond by the morning local, and put it in the stock pen. Just before the local came the calf got out and took to the woods. As it was Friday, and the agent recognizing the fact that to hold the calf for the Saturday's local would mean a loss to the shipper, as it would not reach the market before Monday, he goes out and recaptures the beast, made a crate for him, and billed him by the evening's express. He thought he had things going his

way, but, behold! as he was in the act of handling the messenger the bill this terrible calf broke out of the crate and went to the woods again at a speed of about thirty miles per hour. Those present thought the calf gone, but not so with the agent, and, as he went home that night, he drove that calf, and, having a fresh cow, he turned it in with her, and brought him back to the depot Monday morning, and sent him to the market in a better condition than when he was received.

Wishing our editor and the membership a Merry Christmas and a Happy New Year we close the file. "BUCK."

Lexington Division:—

As I have not noticed anything from this Division for some time, will try and give a few items. If they are not gotten up in the best journalistic style I trust you will excuse me, but remember my intentions are good.

We have not had a representative at any of the meetings for some time. The small-pox scare has kept some of them away, and too many of our brethren on the Lexington Division do not take any interest in the meetings. I think if they will pick up enough courage to attend one or two they would find out it was to their interest, as well as those who do attend. We cannot expect to gain anything if we don't all pull together. When I was quite small I learned a lesson I shall never forget. There was a couple who got married in my neighborhood. After everything was consumed that was in sight, which had been prepared for the guests, the groom got a long rope and passed it over the top of the house, which was a one-story log cabin, and called his bride, and, asking her to hold one end securely, he went on the other side of the house, and they both began to pull for life. After they had pulled there for some little time he called her around on his side, and asked her why she did not pull the rope over. Her answer was, "You was pulling against me." He laughed at her, and said, "As long as we pull together it will be smooth sailing for us, but when we pull against each other we will accomplish nothing." They certainly pulled together, for he is now worth considerable money, and there has never been one discord in the family.

Brothers, let us pull together, and make the Lexington Division the banner on the whole system. We can do it if we will put our shoulder to the wheel and push until we get her on top. Don't forget to speak to every "non" you meet. Talk to him earnestly. Remember it is easier to coax than to drive. Commencing the first of the year we want to run them all in, and have them solid. We cannot do this singlehanded. If each member will bring a new member to our next meeting we will then begin to get on our feet.

Several of the boys have been on the sick list the past week with sore arms.

Bro. E. H. Dempsey has returned from his visit out West.

Glad to see Bro. Pettus back again after a sojourn in the hospital. If he don't attend more of our meetings I am afraid he will have to return, as several of the boys have been threatening him.

Bro. Winkler has recovered sufficiently to hustle baggage and sell tickets at "RY."

As everything is very quiet, think I will cut out for this time. CRR. 163.

Huntington Division:—

Our December meeting of Cincinnati and Lexington Division and Kanawha District was held at the regular meeting point, at Ashland, Ky., December 22, and, as I was appointed correspondent, I will endeavor to give a few items.

On account of the train being about two hours late the meeting had been in session for some time before myself and several others of the boys arrived.

In the absence of Bro. G. P. Grogan, Bro. Hiser was monarch of all he surveyed, and, boys, that was only about seventeen.

There were a good many faces conspicuous by their absence, and the chairs seemed to yawn with vacancy.

Now, boys, turn over a new leaf, and let's have a full house next meeting.

There seems to be no excuse for some of them not attending, and, as the first of the year and century is at hand, I hope there will be a decided improvement, both in attendance and membership over that of 1900.

Some of the boys are falling behind in their dues, and don't seem to recognize the fact that unfaithfulness will never gain anything. So please pay up, and let's see your smiling countenance at our meetings.

Bro. "FC" and "CN," of "KX," failed to show up. What's the matter, Tom?

Mr. Peacock, of "CA," has been on the sick list for some time; relieved by Opr. Keenan, and I understand Mr. Keenan is off now, sick.

We would like to see our two friends' faces from "CM" at some of our meetings.

What has become of "Little Bill," of "BW," Bro. "B" at "GW," and our future Bro. "U" at nights?

You should see "U" making those goo-goo eyes at the girls.

Bro. "AB," of "C," nights, is relieving the city ticket agent for to days.

Our (old) Bro. "UN," at "C," days.

What are the symptoms, "UN"?

Bro. "WG," of "X," was present with an expression on his face that bodied ill for Santa Claus.

What has become of "Stringy"?

I did not notice any of the brothers from "SB."

Bro. "MA," of "SC," is always prompt.

"RN" and "MI" failed to materialize for some reason or other.

There were several of the boys present from west of Huntington and Cincinnati and Lexington Divisions, who were strangers, and, therefore, they will pardon me for not mentioning them.

"AO" was well represented by Bros. "U" and "K."

"BR" and "DK" were absent.

Bro. "D," of "RN," was absent on account of death in the family.

Several applications for membership were presented, and discussed with favor, and a collection was taken up to present Bro. E. L. Stratton, of Balcony Falls, Va., our General Chairman, with a Christmas gift. Think he would appreciate a meerschaum.

I understand there will be a general change in our official staff January 1st, and Mr. J. H. Carlisle of Richmond, Va., will be our Division Superintendent, and, boys, we want to impress him favorably.

Hoping they will make a better selection as correspondent next time, I am, yours in S. O. & D.,

CERT. 361.

The many friends of our General Chairman, Bro. E. L. Stratton, of Balcony Falls, presented to him as a token of his past good work a very fine solid oak chair. We trust he will accept it in the same spirit in which it was given. Those of us who are acquainted with Bro. Stratton know that his past work has been of the first-class order and he is always ready to help a worthy brother along.

C. H. & D. Railway.

C. H. & D. System, Division No. 21, held its regular meeting in B. of L. E. Hall, 14 South Jefferson street, Dayton, O., December 19th. On account of Bro. Shields being unable to attend the meeting, Bro. Barrett acted as Chairman for this meeting. Bro. Shields handed in his resignation as General Chairman, on account of being transferred to Wellston, O., and trains not so plentiful on Wellston Division to allow him to attend meetings. Bro. John G. Wenk, of Glendale, O., was appointed General Chairman. Grand Secretary and Treasurer Bro. H. B. Perham, on his way East, stopped off with us, and gave us a good talk, which was appreciated by every member present. Bro. Perham explained to us many things of interest, and those who missed this meeting missed something very fine, and we hope Bro. Perham will not make his visits so far between.

He explained the target system of securing new members, which was inaugurated by Bro. Perham on the D. & R. G. Railway in 1890. The Southern Pacific was organized in the same manner.

Now, boys, get together, and write the "nons" a good letter, and secure their views why they do not belong to our grand Order. They surely have a reason, and we surely can remedy it for them. The Order is in better shape to-day than it has been for years. New officers, etc.

Division 21 is in full blast, and it should remain that way, and it is your duty to secure the new man that comes among us. Don't leave it to some one else to do, but drop him a few lines.

Also please hurry your dues in to your Secretary and Treasurer, Bro. Bushaw, as it costs something to belong to the federated orders, and they must be maintained. When your committee goes on a trip they don't want to go on wind. If you have not as yet paid your Southern Railway special assessment of \$2 you had better arrange some way with the Secretary to carry you until such time as you can meet this assessment.

I notice there were several brethren missing at this meeting. We only meet once a month, and you surely can lose four or five hours' rest to get to Dayton. Get your night or day man to work for you. Don't lay back and kick. Come to these meetings, and see for yourself what is going on.

J. R. Lehman, formerly day operator at Columbia Grove, Ohio, is scabbing on the A., T. & S. F. at Houston, Texas. Remember him to all the boys.

Wishing you all a prosperous new year, I am,
Yours in S. O. & D.,

Div. Cor.

Cincinnati Division:—

Bro. Townsend came in the 19th to buy the children toys.

Bro. Wagner, at "MG," is afraid he may get lost in Dayton. Reason he don't attend meetings.

Mr. Husted, at "D," says he will be with us January 1st.

Bro. Riner, at "BR," I 13 figuring on something better. Success, "RN."

Bro. Stenger keeps "BK" warm.

General Chairman Wenk hangs out at "DJ."

Bros. Bartman and Kennedy keep things moving at "Z."

Bro. Surface same old place, Glendale.

Bro. Smith kept very busy at Fairmount, and always gets to meetings.

Bro. Cartwright keeps books at "Q" nights.

Bro. Day still blocking at "GS."

Bro. Hockstedler is permanently located at "F."

Bro. Webster and Latier can be found at "P."

At last accounts Millson and Duval run the shack at "WF."

Bro. Sprawls answers up at "CV" nights.

Fisher always on hand at "V."

Dooley says he keeps Wenk busy at the block.

Boys, get together and get your neighbor in. Its the operator that makes the O. R. T. You see the raise the dispatchers secured. They are organized. The C., H. & D. is paying less than any road of its size in the East. Some of the old faces were shy at the last meeting. Presume you want some one else to look after your interests. Come to the January meeting, and hear the news and help out.

Div. Cor.

Indianapolis Division:—

Several of the brothers claim they do not get their overtime. When you send it in each morning to your Chief Dispatcher, and do not get it on pay day, its your duty to make a written statement to the General Chairman, who will ad-

just same. Don't get dilatory. Send it in on clip. Any way counts.

Bros. Foy and Boyd keep the students moving at Oxford.

Bro. Barnett at Reedville, always looking for "Nena."

Bro. Sheard and Robison hold out at McGonigle.

At College Corner we find Bros. Shull and Armstrong.

Liberty, Bros. Gould and Rodifer.

Brownsville, Bros. Boggs and Werth. Boggs says he is no kin to Boggs of "31."

Rushville, Dale and Havens, who say they will see us January pay day.

Arlington, R. A. Seward, vice Bro. J. H. Taylor, transferred to New Palestine.

Bro. Byron is doing yardmaster act at Indianapolis.

Div. Cor.

Lima Division:—

Foxey, old boy, and his student hang out at "BC."

Bros. Davis and Kessler keep things moving at "US."

Bros. Gerstmyer and Brown do the proper thing at "RY."

Bros. Shine and Faulder transact biz at "D."

Bros. Sullivan or Curtner always arrange to get to Dayton.

Bros. Cashner and Zent do the clerical work for "BK."

Bro. Kemp can be found at "CE" as agent. Success, "KN."

Bro. Heckford answers up at "FO." Hold on, "H."

Bro. Brown has returned from his vacation, much rested, after a hard summer.

Div. Cor.

Toledo Division:—

Was very glad to see the articles of the different Divisions in the October number, but the November number only had two Divisions shown, so this month I will try and make a little showing for the D. & M. Division. There are only about three "nons" between Lima and Toledo, and expect to reduce that number to two in the next day or so. That is not so bad compared with the Wellston Division. There has been a number of changes in the past month, so will string the boys out.

At North Lima we find Bro. J. Coffey and C. Martz. I understand the boys at this office are going to be moved into new quarters soon.

At Cairo, Bro. F. M. Martz's smiling face is ever at the window looking for freight.

At Columbus Grove, Bro. F. Killen, days, and Mr. Chase, nights.

At Ottawa, Bro. Jas. Ford and Mr. Theik.

At Leipsic, Bro. J. J. Madigan. He says he is rushed to death. There are others.

At Leipsic Junction, Bro. W. F. Miller and Ed McFarland.

At Belmore, Bro. Thos. Veitch. If you want fresh eggs cheap call up Bro. Veitch.

At Deshler we find a stronghold with Bro. O. G. Odell as agent, who can tell you some good fish stories, and Bro. F. Liggett and J. Metz.

At Custar, Bro. E. A. Hill, as agent, is well liked by every one.

At Weston, O. C. Sterling, who cannot see the good of the O. R. T.

At Tontogany, Bro. E. T. Roe, days. Bro. O. M. Shank resigned to accept a position on B. & O. Good for you, "OM."

At Perrysburg, J. McNally and Van Norman.

At Rossford, Bro. Smith and Hogar.

At Pennsylvania Junction, Bro. Burgon is still telling his experiences.

There may be some of the boys left out. If so, will try and get them in next time.

Brothers, if you have a "non" working with you keep after him until you rope him.

CERT. 34.

If space will permit we will try and give a few notes of the Pond Route.

Coming down the line first stop at Delphos—same old "Jonie."

At Spencerville is Mr. Debra.

Several changes at Mendon last few days, Bro. Hale being on a hunting trip. People all say they missed the Hale.

We still hear Mr. Hoover, at Celina, is a very busy man.

Very glad to see you at the meeting the other night, Bro. Berger. Why didn't you bring some of the boys with you to meet Bro. Perham, who held the floor for some time and gave us a very good talk, and very interesting.

Bro "GS," at West Milton, is a very busy man at all times. The rush was so heavy during the holidays he might have had assistance.

There are several "nons" on the Delphos Division whom we want with us. Get after them, brothers, and see if you cannot convince them the right way for their own benefit, and have them start the new year in line with the balance of them. We expect a large number of "nons" to fall in now. Let us see if we cannot make a record breaker. A Happy New Year to all.

GEN. COR.

Wellston Division:—

Bro. Barrett, at "JR," we "13," is learning the art of shorthand, and has it well under way and it is safe to say that Bro. "B" will move a notch higher ere he has completed the course.

Bro. Bushwaw, "DY," our L. S. & T., is to be complimented upon his faithful work and all the brothers appreciate his services. Those who have not attended meetings since Bro. "F" has been in the chair will be surprised at our financial standing since "F" has taken hold of the string.

Bro. E. F. Shields has left us and gone to Wellston as extra dispatcher, and we miss him very much, but he is just as staunch as ever and he has the best wishes of every brother on the pike. Success to you, "FS."

Bro. McKibben, "RO," is now handling the day string, and there is a strong suspicion that he is going to wed. We are next to you, "K," and are well supplied with all kinds of cans and bells, but have a larger can than bell, although the bell could be used for a bucket in case of emergency. We are not particular what brand you will have for us.

Bro. Hooper, "RH," says he can't understand why we are having such cold weather, and still says we are now in the twentieth century, 1900, but he will have to say something January 1st. He is trying to raise a beard and a little on his upper lip, but it won't grow worth a cent. Better try a little sugar, "TN."

Bro. Taylor, at "X," days, but still says he has not got the time to make a run to "DE" once a month. We have a club on the shelf, "AJ."

Bro. Welsh, "WD," can always be depended upon and as regular as a clock and always glad to see you. Last we heard of him he was going snipe hunting, but brought home a lot of field mice, taking them for snipe.

The correspondent for this Division seems to have been lost in the shuffle, but after many weary days' search he located him at "A," where he is kept so busy teaching students that he has come to the conclusion that he had better drop out of the Order, and from what I can learn he has done so. We regret very much, Chamberlain, that you have fallen by the wayside, and cannot realize why you do not draw more dough. The blind sometimes see, and we hope for the best in your case. It would be well for your students to correspond with the Southern or some other first-class road, where such lucrative salaries are paid scabs and their teachers.

The ghost of the Order is hanging over Frankfort also, and we fear that it sees something dangerous to its welfare at that point. Brothers, beware of the ghost and do not let it have occasion to visit you and point out the black mark. You know within yourself if you are not doing that which the ghost tells you is right.

There are many along this line who have never attended a meeting and they do not know what they miss. We do not want to be selfish and enjoy all ourselves. It would be impossible to write each of you and tell the exact proceedings of each meeting, and the only way for you to keep in touch with what is going on to your interest, is to be present and become acquainted with the surroundings. It is not necessary to make mention of those who are slow in attendance. You know who you are and should make it a point to at least have one mark side of your name in the year.

CERT. 162.

Canadian Pacific Railway.

Eastern Division, Chalk River Section:—

The Canadian Pacific Railway has five large divisions, namely, the Atlantic Division, Ontario and Quebec Division, Eastern Division, Western

Division, and Pacific Division. These are large divisions, and each one is made up of from five to ten sections, each section containing from 100 to 300 or more miles of railway.

The telegraphers of this great highway are, as a rule, friends of the O. R. T., and for good reason. Most of us are in full sympathy with the grand and noble motives and work of this organization, and we are friends of it on this account. Not because we have received pecuniary assistance from it; not because "most of the boys belong to the Order and we might as well be with the crowd." No! But we are friends of the O. R. T. because we believe firmly in its principles, and we will stand by those principles, and fight for them through thick and thin.

There is a class of telegraphers on this railway, however (but thank goodness their numbers are small), who do not believe as we do in regard to the principles and motives of our noble Order. For these good people I would like to say a word.

I do not think they are entirely devoid of gratitude. Surely when the pay checks come around, and those fellows notice the ten or twenty dollars extra for their month's labor, surely they will utter a few soft words of thanks to the O. R. T. for what it has done for them.

Although our great railway system stretches from Atlantic to Pacific, and has so much O. R. T. material I feel grieved and disappointed every month when looking over the "Fraternal" columns of THE TELEGRAPHER to find only a few lines from some distant Western section, or the North Bay section, or somewhere else that does not interest one much, and never once have I seen even a line from the Chalk River Section. With the permission of Mr. Editor and his official quadruped, I shall endeavor to give to those interested a few items of local news.

Commencing at Ottawa, in "OS," dispatcher's office, we have Mr. H. B. Spencer, Superintendent; F. M. Spaidal, Chief; I. L. Bond, first trick; J. F. Cole, second trick, and R. W. McCormick, third. We were all grieved when Dillinger left us to watch the fast trains on the M. & O. Section. He was a Yankee, but we all loved him, nevertheless. In "NY" office J. E. Kelly, and J. Dowler formerly dispatched at "GJ." Kelly is at home. But we "13" he is contemplating a move to somewhere in the North Riding of Renfrew, where he intends to settle down and live happily ever afterwards. H. A. Swan left "NY" a few days ago to relieve Dean at "JN."

At Britannia, J. B. Garton. Joe hasn't much to do now since the electric railway was extended to "BA."

Billy Healy is at Stitsville yet. Billy, you had a narrow escape that time the Brockville Express ran into you. I very nearly had a jab like that myself from a train a few days ago. This thing of having sidings between the station and main line isn't right.

At "ON," Etherington, days, and Ryan, nights. H. A. Switzer at Ashton. How's that \$3,000 house coming on, "S."

Carleton Junction—"CR" is still outside agent. Swan and McEwan do the telegraphing.

Am not well enough acquainted on the B. S. Branch to give the news from there.

Scott Ross still signs the balance sheet at Pakenham. In passing, I might say that "PA" is the home of former Relief Agent Somerton, who is now with "Strathcona Horse" in South Africa hammering away at the Boers. There will be a gay old time at "Pa" I guess when "Johnny Canauck" comes home.

We were all glad to see Bob Jaimeson back at Amprior. He had been dangerously ill, but successfully came through a difficult operation. While sick his place was taken by Bro. W. G. Robertson. Robertson has since been married, and is now agent at Navan on the M. & O.

Manchester, Dickson, McCall and Eagen have worked at "AN" since. Think McCall and Eagen there now.

Braeside, next station, R. J. Hickson, agent. Very dull at "BN" now. I "13" "KS." Lots of nice girls there, though, and the rink at "AN" not far away.

Sand Point, two miles farther west. Last time bill the call was changed from "XP" to "K." Frankie can answer to "K" just as well, however. I have good reasons for believing that Frank will join us shortly. Good New Year's resolution.

At Renfrew we find Austin, days, in Sorefinger's place. Austin is a new man. Don't know him. Can't say who is doing the "owl" act at "RS." Hard to keep track of them since Matt Murphy's exit.

Haley's Station got quite a surprise on the morning of December 10th. At 2 A. M. the Soo train, No. 8, jumped the track and ran into the station, completely demolishing it. No one was hurt. It was a peculiar accident. Nobody to blame. When Murphy came around in the morning the baggage car was lying complacently across the ruins. But he had quite a job picking up tickets.

Bro. W. H. Thompson, formerly agent at Haley's, was there visiting friends a few days ago.

Bro. Atchison at "DN," with Behan, new man, nights. Expect Behan will be with us in a month or two. "AM" is kicking for an assistant, and he needs one, too. Cobden is the busiest place for its size on this joint just now.

Black, late of Eganville Junction, now at Grahams. The "GH" trains now get orders from "RS" by 'phone.

At "FR," H. Madge, agent. Sewell, days, and Froom, nights.

At Petewawa, John Barker, agent. John, you are a corker. I want you to send me a pail of blueberries, John.

It's about teatime, and I'm hungry, and guess I'll cut out, but I haven't any spare switch plugs left since the wreck, so I'll stick my pen in the hole. CERT. 1126.

Western Division:—

I find very interesting reading on every page of THE TELEGRAPHER, but sorry to say my journalistic

powers are but poorly developed, therefore I cannot write as I would wish, to enable me to make a satisfactory contribution to its pages. I will, however, endeavor to give a brief outline of doings and men on the division between Port Arthur and Winnipeg. There have been so many changes lately that I am afraid it will result in a failure for me to find the boys.

Commencing at Port Arthur, we find Bro. Bel-leau, where he has been stationed since the reduction of the staff in dispatcher's office. Opr. Merrihew on nights. In dispatching office we find the regular staff, with Bro. Uren on third trick.

Bro. Large is agent at Murillo.

Bro. Whitfield, who has been agent at Kam-inistiquia for a number of years, has resigned and intends going into business in Fort William. We regret to lose him from our ranks, and hope he may have success in his new enterprise. Bro. MacDonald is for the present relieving him.

At Dexter we find Bro. Healy as agent, but working nights.

Bro. O'Neill, our new Secretary, I understand, is now agent at Savanne. The former agent, J. H. Campbell, an old timer, is at present in the East on an extended holiday.

At Carlstad and English River we have Bros. Bonwell and Hill as agents, respectively.

Bro. Brown fills the station at Bonheur comfortably.

Coming to the divisional point, Ignace, we find Bro. Callan as agent, with Bro. Cullen, day operator, and Opr. Gilberts, nights.

Bro. Picken, as agent, and Opr. Robinson, on nights, at Tache.

Bro. Cavanagh, who enjoyed the pleasures of a three weeks' sojourn in the East, returned with his family, to resume his regular duties as agent at Dinorwic. Bro. MacDonald officiated during his absence.

Bro. Parlee, agent at Wabigoon, is now enjoying some holidays, relieved by Bro. Floyd, previously agent at Tyndall.

Bro. Stone, agent at Dryden, is a good hand with a cord wood stick at this time of the year, there being too much snow to handle a baseball bat at present.

Bro. Bedard and Opr. Kraft handle the levers at Eagle River.

Bro. Killam at the Bay as agent, and our old friend, "Jimmy" Hodgins, at Hawk Lake as agent, and Opr. Bromley on nights, Bro. Clinton, regular night operator, being on a visit East at present.

Arriving at Rat Portage, we find Bro. Gould located in the new depot as ticket agent and operator, with Oprs. Russell and Dumas in yard office.

Bro. Wormworth as day operator at Keewatin. Operators are stationed at Deception and Ingolf, but names unknown at present.

We find at Rennie Bro. Davie Campbell as agent, with an unknown nights.

Am sorry there are so many on Rat Portage section unknown to me, so will have to omit them unintentionally this time.

We are sorry our old-timer, Bro. Erskine, is at present off work, and hope to see him in his usual place as agent at Selkirk soon. Opr. Roney fills the chair in the meantime.

As this is the extent of my knowledge going west, will have to branch off.

An agency is expected to be opened shortly at Lac du Bonnet, this being the terminus of a new branch lately put under operation off main line from Molson. This opens up a farming country, and as it also is expected to be a summer resort it will be rather a desirable agency for the lucky unknown.

As our local board, adjustment committees, etc., have become almost extinct, I will not attempt to enlighten you on their doings. May their shadows never grow less.

As we are on the commencement of a new year we should each be provided with an up-to-date traveling card, which will also ensure us to THE TELEGRAPHER monthly. Would like to see some brother with journalistic powers better developed than I contribute something to the columns of our Journal monthly, and think that this should at least devolve on the secretary, who would also be able to give each member an outline as to the doings at headquarters.

Wishing each and every one the compliments of the season and trust the Order will see a prosperous New Year dawning upon it. Will rely upon the editor, who should also be endowed with a gracious spirit at the commencing of the New Year, to get this as far as the columns of THE TELEGRAPHER. I extend to members of Grand Division and all members Christmas greetings, with a prosperous New Year ahead of them.

Yours in S. O. & D.,

CERT. 1008.

Thompson and Cascade Sections:—

Now that the Special Session is a thing of the past, and Bro. Dolphin now rules supreme, I thought I would try and stir up some of the boys on the Thompson and Cascade Sections, having a bit of leisure time on account of "nothing in sight."

Commencing at the east end and "chasing the sun," we find Bros. Goulette and Maxwell, the former as agent, and Maxwell, "JO," as day operator, with P. McPhee, "P," nights. What's the matter, "Mac," you don't come in?

At Savona, "SA," Bro. Geo. V. Ogle agent, and operator, who has just got back from Victoria with his newly wedded wife, formerly Miss Gertrude Loat. Congratulations, George, but haven't seen a cigar tossed around yet.

Penny's Pit, "NP," closed for the season. Operator "Scot" Allan gone to Barnett.

Ashcroft, "Q," H. E. Leslie, agent and operator, with Russel D. Clark, "RU," as "owl." One of the liveliest little towns on the west end and the key to the Cariboo, and the starting point of the Ashcroft-Dawson telegraph line. Further particulars in my next, but don't forget Bro. Charlie Sherr at "A" office. He does the repeat-

ing for the new government line and will see what "CS" has to say about the operators up north, and if any of them got froze up yet.

Spence's Bridge, "SN," is held down by W. Maxwell, "WN," with Mr. Greer as night operator.

At Lytton, "NY," Mr. Clark holds his own and has all he can do, but evidently does it well. At Keefers, "KR," Bro. Whitley as operator still holds on.

At North Bend, "B," terminal point, we find Bro. H. J. McHaffie as agent, Harvey, days, and Thomas, nights. How are these two fellows, "Mac"? Hope you are keeping the goat well fed; if not, will see Lineman Hallisdav about it. Spuzzum, "SU," Bro. Potter, operator, still alive and kicking.

Yale, "C," Bro. Cottrell still struggling with the water tanks and Jack Frost. How about the Black Cat? Did you ever find it?

Agassiz, "S," Bro. Frank Hayden just returned from Vancouver, where he relieved Bro. Stevens, our representative at the Special Session.

At Harrison, "SN," Bro. Woods still looking after the new spur, the water tank and several other things. How's married life, Jimmy? That was an eventful day when you went to Chilli-wack for the "License."

At Mission Junction, "RA," Bro. Denechaud, agent, Bro. Hunt, days, with Wilbur, nights. Say, "D," get your night man to keep an eye open for the goat.

At Hammond, "MD," relieving Agent Sutherland holds the fort while Bro. Oliver is on a vacation for a week or two. Ask Bro. Sutherland when you meet him how Sir Chas. Tupper was defeated at last election.

At Westminster Junction, "JR," Bro. Rowland hangs out his shingle that he is going to have a week or so at Christmas. Hope you may, but mind the turkey.

At Westminster, "MS," Bros. Johnson and Shook watching "cows" and keeping everything in good order.

At Moody, "MO," Mr. Gibbon, agent, still on the hunt for lumber cars.

At Barnet, "BA," we find the "Canny Scot" Allan. He tried to "Can" snowballs last snow we had, but failed to connect. You never need to call "KO" twice.

At Vancouver, "SD," the end of the C. P. R., unless you want to take a trip on the "Express of China," we find Chief Dispatcher John Goodfellow, "JG," first trick, as good natured as ever, but there are times that he has to keep some of us "under the ban," but take him "all in all" he does his duty, and that's saying a good deal when wires keep curling and twisting at times. The second trick is held down by Bro. A. E. Stevens, looking in good form since his trip to St. Louis to the Special Session. Third trick is held down by Robert C. Barker, "Bobs," one of the finest, only he keeps the "owls" hopping round when he's on the run. Keep it up, "Bobs,"

but you won't catch any of the boys napping. They are doing nicely all along the line, and I hope they will keep it up. Get in line, boys, don't neglect your dues. I have heard that some of you have been dropping behind, but don't do it again. Bro. Dolphin has put everything in good shape and now we know where we are.

Excuse this hurried scratch and in future I will try and do better. Wishing all a Merry Xmas, and a Happy New Year.

Yours in S. O. & D.,

CERT. 1291.

Atlantic Division:—

I have looked the Journal over for three or four months, but fail to see any notes from this end of the pike. I do not think that it is right to let this Division drop out of sight like that. There are lots of good members here and we should see something from some one of them every month.

Well, here goes to give what news I can about the boys. Will start at this office, "BM." Yours truly handles the key during the day and at the same time tries to do his part at getting an extra out inside of forty minutes. Mr. Finn is the agent. He is O. K. all the way through. Drop around about 10 P. M. and you will find Bro. Hayes hard at work.

At Holeb, Bro. Potter is hard at work trying to find something to do. Say, Ben, what about the old lady who passed there the other day? Did she bother the bulldog?

At Jackman you will find Bro. Johnston. The night man is Harris. Ren, get after him, and show him the virtues of the O. R. T.

At Moosehead, Bro. Hacking, days, and Bro. Irish, nights.

At Greenville Junction, Bros. Howard and Brownell, two fine boys.

Just drop down to the B. & A. freight shed and you will find Bro. L. G. Mayo. He will use you first rate if you wear a pin. How about that typewriter, Leon?

At Onawa, Bro. Ferguson works all day and most of the night.

Next stop off at "OS," go into the dispatching office during the afternoon and you will find Bro. Howard, one of our best men.

At Lakeview you will find Bro. Kane. Ned, how about that sky blue pink cat, and would you rather be at "SC" than B. & M.?

Next and last is Leboois, Bro. McLord (my father, rather), and night owl, F. E. McLord. He is not with us yet, but when he works long enough I will give him the proper papers, and am sure that he will not hesitate to join.

We are not having much of a freight rush this winter as yet. I would like to see the work pick up in good shape, as it would look more like business and give work to more operators. None but brothers need apply, though.

F. M., CERT. 1177.

New York, Division No. 44.*Long Island Notes—*

Bro. R. D. Mathews is now employed on the Grand Trunk Ry. at St. Hyacinthe, Quebec. He claims it is 14° below zero in that locality.

Bro. Alvah Bailey is at present managing the Grand Park Hotel at Valley Stream, L. I., and meeting with success.

We regret to announce that Bro. E. G. Fox is confined to the hospital, suffering with that dreadful disease, smallpox. It is the earnest hope and wishes of his many friends that he will soon recover.

Bro. Geo. W. Hilley enjoyed a brief vacation with relatives and friends in Pennsylvania and Washington, D. C.

Bro. P. H. Hayes, of "NF," days, spent the holidays amongst distant friends.

Bro. J. J. Kraus has embarked in the wholesale commission and produce business, and is well equipped at the corner of New Market and Produce Streets, Philadelphia, Pa. "EE" is a bright young business man and has many warm friends in this locality.

Bros. T. J. Stack and J. H. Loving are at present negotiating for the purchase of a well-known New York hostelry. Bookmaker Stack will be assigned to the general management.

Bro. F. E. Milster has again returned and is now employed as night towerman at Elmhurst.

T. F. Shortall is now employed on the Wilmington and Delaware at Clayton, Del. He extends his "73" to all his old-time friends.

Bro. H. O. Easton was called home on account of sickness in family.

Bro. F. M. Capash is working at "BT," relieving Towerman P. Murray, who is taking his annual vacation.

We would be pleased to receive notes from the East End and Oyster Bay branch, as it is our aim to familiarize all our members with each other's doings in general. Wake up from your slumbers.

A number of our boys made stern New Year's resolutions, and at last accounts they still remained unbroken.

Bro. J. W. Tucker is amusing himself these dreary days by taking snap-shot views of the surroundings at "CU."

Bro. Wm. Smith, from "BX," nights, has just returned from a ten days' vacation.

Bro. H. E. Place and H. O. Easton are keeping bachelor apartments at corner of Fourth Street and East Avenue, Long Island City.

We are pleased to hear that some of our former O. R. T. advocates are about to join us again and aid us in laboring for our common good.

Bro. B. C. Crabbs has departed from our midst and is now located in Dayton, Ohio. Our good wishes are extended.

President Dolphin, whose folks are now living in Greater New York, gave us a call recently and suggested that we arrange an open meeting sometime in February next, and invite all tele-

graphers to attend, whether members of the Order or Brotherhood or not. This suggestion will be acted on and dates announced later.

Div. Cor.

P. B. & L. E. R. R.

In our last TELEGRAPHER we notice some brother tried in vain to represent the O. R. T. boys of the P. B. & L. E. System, Division No. 51.

In reply will ask this same brother why he did not attend our last meeting, and point out our errors and shortcomings, and try to help adjust the way in which System Division No. 51 is run.

Verily, verily, I say unto you, oh, brother, we are all apt to make mistakes. But remember, do not try to pluck the mote from thy brother's eye, when thine own containeth a beam.

Brother, we beg, implore, beseech you to attend our next meeting at Grove City, and we will be only too pleased to allow you to pluck the mote from our eye, while in return we will endeavor to remove the beam from yours. And by so doing we hope that in the near future System Division No. 51 will become a banner Division.

Now, boys, this has opened my eye,
And for the "nons" you bet I'll try;
And gather them into the fold,
One by one, like so much gold.
And if all the others will do their best,
I'll assure you, Division 51 will stand the test.

Yours in S. O. & D.,

CERT. 21, Div. 51.

O. R. & N. Co.

Well, well! The old TELEGRAPHER came around on time as usual, and lo, and behold, some good brother opened up his dear heart and wrote something from this trail. You folks would not think we were in the land of the living, but we are.

We find at Huntington Bro. A. N. Hoar, agent, and three others, but don't know much about them, but "CN" and "N" are warm rabbits.

Now jump to Durkee, but they are all asleep.

Then fly to Pleasant Valley and find Bro. Weatherspoon as agent in the box car. A new man, Mr. Tipton.

Then to Baker City we find Bowers, agent, Cline, cashier, Mudge, day operator and clerk, and the "owl"—have not winged him yet.

Then to the North Pole we sail (North Powder). We find the only and celebrated Bro. E. J. Cooper. Winter time he is too busy with ice to answer, and summer is out after water and switch lights. He only has seven.

Then up to Telocaset we find Bro. Geo. H. Elmer, days, and an old-timer, Peg Willis, as "owl."

Then down to the windy City Union we find the good-natured old Bert, Bro. A. H. Gaylord, agent, and Bro. R. R. Frazer doing the "owl act." Wind, well I guess it blowed so hard

there the other night that it blew a wagon over and got one of the wheels running so fast it burnt it off the spindle. Bro. Frazer saw the wheel drop.

Then to La Grande we find Moor, agent, Jack Swart, operator, Wait, nights.

Then to Hilgard we find one of the oldest men on the trail, Bro. Hart.

Up the hill on the big hogs to Kamela, Bro. H. W. Swast, agent, Jimmie Swast, "owl."

Then to Meacham we find Bro. C. E. Weister, agent.

Then to Bingham we find the old man Swart.

Then to Pendleton there is a brother or two, but can't catch them.

At Umatilla we have a brother working days, and a good fellow nights, who will come in line soon.

Now I am off my dip, as this is the end of my rope, but we find at Mosier Bro. J. E. Shandy, and at Hood River Bro. Bagley as agent.

Then in "P" office is Bro. Huddleson, and the Wash. Div. I don't know any of them. Let's hear from you. Now, let some other brother line up and do something.

Bro. Gaylord has been on the sick list for the past month, relieved by Dr. E. W. (Pills) Stevens, who went to Weston to relieve Christopher Columbus McKenna.

Bro. Elmer and Bro. Weatherspoon are off on a thirty days' trip to California.

I will call this a draw, and go and flop a bit.

CERT. 301.

Union Pacific Railway.

Eighth and Ninth Districts:—

As it has been a long time since we had anything in THE TELEGRAPHER from this end of the pike, I will endeavor to give a few of the many changes. The fall business has dropped off, and there has been quite a few offices closed in the past month, and at the present writing this is a poor place for a man to come looking for a position.

At Granger we have two good men in Bros. Bonnor and Lewis.

At Church Butes we find Bro. Jess Long. Jess is the whole works there, as the night office has been closed.

At Marston, Bro. Rufus Stice. Understand "S" went to Omaha and came back "not alone." Where's the cigars?

At Piedmont, Bro. Jenkins, days; Mr. Fretwell doing the "owl." Line him up, Jenks. That's good material.

At Aspen, Bro. Benedict, days; Mr. Roberts, nights. Understand "AN" will be with us soon.

Evanston, Mr. J. W. Egan, chief; Dispatchers, Pugh, Tripp and Eldred; Operators, Bro. L. E. Burnett, manager; Bro. Daley, Bro. Ramey and Mr. Kelsey.

Bro. Burnett, of "NA" office, is off on a short leave of absence, relieved by Bro. H. W. Oswalt. Bring some cigars back with you, "BT," old man.

At Wahsach we find Bro. Bogard, days; Bro. Nihart doing the "owl act."

At Echo I notice Bro. Summers doing the "owl act." Just returned from California. Says the "SP" boys are fine as silk.

At "YD" office, Ogden, Bros. Kernan and White. There's a Mr. Heath working there also.

Yours in S. O. & D.,

CERT. 466.

Seventh District:—

From the looks of the last few TELEGRAPHERS we are dead, but not buried on this District. Business has slackened down and offices closed, and every one is being moved around. But we line up as follows:

Rawlins, Mr. Tudor, manager, Smith, day operator, used to work nights, but was given day job and Crouch, from Rock Springs, is holding the night owl's job. Success to you, "CU."

Solon, Ralston days, and Stover, who used to work nights at Fillmore, had to take a change on account of Fillmore being closed.

Riner, Mrs. Pickard, days, and Mr. Pickard is doing the night act.

Creston, Mr. Luckfield, days, and our old-timer, H. Tavanner, nights.

Wamsutter, Mr. Debolt, days, and Andrews, nights.

Tipton, Mr. W. Hambly, days, and D. L. Fulton is on nights.

Bitter Creek, F. W. Vallereux, days, and have not learned night man's name or standing yet.

Point of Rocks, F. G. Valereux, days, and the kid, "RN" Valereux, nights. You want to line up things around "RO." "RN" is lining the old-timers up at night, but is not up to date himself.

Rock Springs, have not learned the day man's name yet. Willison is on nights. Got a good job, "W"?

Green River, Davis is manager, and as there are so many changes cannot keep track of the night men.

A. McCarthy, who used to hold Table Rock down days, was sent to Bitter Creek to relieve the day man, and worked at that place until Xmas and resigned on account of being so sick he could not go to work. How about it, "MN"?

Mr. Hineman has been transferred to the Nebraska Division. Success to you, "H." Come back and go down to "SG" again.

Mr. E. W. Sargent has went home to spend Xmas. Suppose you had a good time, "FA," as Kansas is the place for it.

We are nearly solid on this District now, and the little red cards are coming every day.

As I have done my best, let some other brother follow next time, and do better.

Yours in S. O. & D.,

CERT. 4499

Nebraska Division—

I would like to correct the item issued by correspondent of Nebraska Division, U. P. R'y. He says Jones was let out. This is a mistake, Brother. I left there on account of slack business. Went through the Santa Fe strike without a scratch. Lost my job, and came back to the U. P., where I am going to stay, the A. T. & S. F. willing. Yours in S. O. & D.,

"BILL," CERT. 4587.

Intercolonial Railway.

Our Division No. 64 regular monthly meeting, which was held at Levis, Que., Terminus Hotel, December 28th, has proved to be a real success this time, as much by the important matters which were there treated as by the great attendance and good understanding between members of each freight division there represented, which has not ceased to exist while treating every one of these important subjects, one of which was the appointment of a new president and a new secretary, viz., unexpected resignation of Bro. J. Delisle, former president, and Bro. D. O. L'Esperance, former secretary.

All members seemed very sorry to have to accept the resignation of Bro. L'Esperance, who for years has devoted himself to the welfare of the Order in general, but specially of our Local Division No. 64. We pleaded to keep him, but in vain, for Bro. L'Esperance has now a surplus of work, which by self-explanation renders him unable to give to the Order all the attention he would like to.

A motion was thence proposed by Bro. J. H. O. Hebert, our newly-elected president, seconded by Bro. J. A. Rene, that thanks should be offered Bro. L'Esperance for all the good done by him while secretary, and our regret in having to choose another, this to be entered upon the minutes and inserted in the journal.

Bro. Samson has been elected to succeed Bro. L'Esperance as our local secretary.

Both Bros. Hebert and Samson have always been two of the strongest members, and we all hope that the future will prove them to be "right man in the right place."

Hoping that Division No. 64, which is, I think, the strongest on I. C. Ry. System, will continue its career of prosperity under its new head, and it surely can't be otherwise, if all members put a hand to the wheel, as they have fairly promised to do.

Au Revoir! Rather late, but wishing one and all a happy and prosperous new 1901.

Yours in S. O. & D.,

CERT. No. 148.

Seaboard Air Line.

As the Christmas storm has about blown over and we are about to enter upon another century, I would like to make one appeal to S. A. L. operators. We are men; we work for our living just as other employees do. Many of us have

families to support and dear little children to educate. Shall we sit idle like a "bump on a log" and make no efforts for the betterment of our conditions and protection of our rights. Can not each operator from Richmond, Va., and Portsmouth, Va., clear through to Tampa, Fla., join hands on January 1st and form resolutions and live up to them. How many will do this? How many would accept a little monthly "tip" of \$5.00? Would you feel as if you were entitled to this if you did not help secure it? Look at our friends, the C. & O. and N. & W. They have accomplished their purpose; we can do the same. Don't think that the Southern strike was a sample of our noble work. In the first place we have no such officials to deal with, and no doubt would receive recognition in a gentlemanly way.

Now, boys, wake up. Work as you have never worked before, and I feel sure that something will happen, and we will be rewarded for all we do. There is something in store for those who are deserving and it will come sooner or later. I am exceedingly anxious to see the S. A. L. come to the front and be numbered among the scheduled roads. Where there is a will there is a way.

I don't think any set of men can claim a better set of officials than we have. If we will give our heart, hand and a little cash occasionally to the O. R. T. and work for the interest of our employers and the upbuilding of our Order. We will have no trouble in accomplishing our purpose.

Would like to hear from some brother on Second and Third Divisions. Will try and give you something more interesting next time.

OLD TIMER.

Norfolk & Western Railway.*Radford Division:—*

Gordon has the sympathy
Of all the boys along the line;
And we desire to offer consolation
In a little bit of rhyme.

His heart must be as heavy
As a box car full of lead;
And the tears that freely flow
As large as "Jumbo's" head.

The agony which he suffers
Must baffle all description,
And he has our heartfelt sympathy
In this, his sad affliction.

He writes as one broken-hearted,
As one whose heart is sad;
And judging from his mournful words
He must have "had it" bad.

Oh! Gordon, cease to trouble
And fill your heart with pain,
For what may have been a loss to you
Was doubtless the other's gain.

We hope you will be a man
And quit your sad repining;
May the dark cloud roll away
And reveal a silver lining.

We know you have the backbone,
And plenty of gas and brass;
We know that your smiling face
Would break a looking-glass.

And so we cannot blame the girl,
For she must have done her duty;
But we hope that you will find
Another rose of extreme beauty.

Now, quit that loafing business
And hunt you up another wife,
And buy you a cabin at "CU"
And settle down for life.

We offer consolation,
Because we think we ought;
May you catch a fish as good
As the other fellow caught.

"BABY BOY."

Norfolk Division:—

Perhaps so near Christmas time our correspondent will be too much intoxicated with Christmas presents to show his hand, so if I'm pardoned for intruding I will endeavor to give a few items of what is going on on our end of the pike.

A lengthy meeting was held in Roanoke during the first two weeks of December, at which a new schedule was under consideration.

The boys are falling in line very well, I am glad to say, and I think I see a bright future for the boys of Division 14. But remember there is always room for *one* more. So in case a "non" shows up it's your duty to use your every influence for the cause you represent, for the stronger we are the harder we can fight.

Bro. Inge, former night man at "WA," has been ill with fever for about six weeks, but is out again and will soon be back with us.

Everything seems to be running as smoothly as could be wished with the press of business.

Bro. Ball has been moved from "WY" to "K," nites. "BA," mind you don't rush us "hams."

Mr. Malcolm (former dispatcher) has been appointed night chief between Norfolk and "RO."

As this is my first trial will not say more. Some other boy might have something to say.

With best wishes for a happy New Year to all.

Yours in S. O. & D.,

"SWAMP ROOT."

Pittsburg Division, No. 52.

Second regular meeting of the month held December 15th, found a fair-sized gathering of the members present, there being over twenty-five, including visitors present when the Division opened for business a few minutes after the regular hour.

Bros. Hagan and Schofield were appointed to fill the vacant chairs of Past and Second Vice. All other officers of the Division were present.

Bills for \$29.90 expenses incurred by the Division were read and vouchers ordered drawn for the amounts. Reading of communications brought to our notice several questions of importance which will be probed at our meeting of January 5th.

Resolutions upon the death of our late Bro. J. W. Quigley read and adopted. Sick benefits to the amount of \$25.00 were ordered drawn from the funds of the Division. Bros. Wick and Grove reported well and Bros. Ullery and McGonigle were reported sick.

Among the members present were a few of the Western Pennsylvania Division boys, who seemed to be as pleased with the meeting as we were to meet them. Come again, boys, and persuade some of the others to come with you. All of the other lines in this vicinity were well represented, excepting the Pittsburg Division of the P. R. R. This line should be well represented at all of our meetings, having a good-sized membership within easy reach of the city.

We have received word that President Dolphin and Grand Secretary Perham expect to be present at our meeting of January 19th.

There is still a large number of delinquents who should have been suspended upon December 31st, but if paid up during this month I will be able to have them placed in good standing. So try and get as many as possible to do so.

S. J. KONENKAMP.

Pittsburg Div., P. R. R.—

In looking over our Journal for December we failed to see any notes from this Division. The boys should take it upon themselves to see that our Division is represented each month. Don't wait on the other fellow. Nothing was ever accomplished by the man who waited for some one else to do his work. If each member would appoint him or herself a committee of one to speak to some "non" member this first month in the new year in regard to their becoming members, I predict there would not be five "nons" left on this Division. A little personal work is all that is required and, my dear brothers and sisters, did it ever occur to you the sooner our Division is thoroughly organized the sooner our condition will be bettered. We all know that old but true saying, in union there is strength. So now all together—pull.

Miss Maggie Carey, operator at "GH," has been taken to 28th Street, Mr. Triplett having reported off sick. "DN," is it a real or just a holiday case?

J. S. Hess, third trick man at "WK," has returned to work after enjoying a few days' vacation in the East. Bankert and Glenn doing the twelve-hour business.

We find a new face at East Liberty. It belongs to J. H. Green, who is holding down the "owl trick," having been transferred from "WK."

Quite a number of changes in "OD" this last month. Scott Martin has resigned to accept a better paying position with the telephone company at Brushton. Mr. Casey has been moved from "CM" to message side in "OD." We "13" Mr. Zimmerman, the dispatcher, will spend the winter in Florida, he having left for that point December 10th.

The boys will be glad to hear (girls, he's married) that H. W. Wick has returned to his first love, the Pittsburg Division. The older operators will remember that Mr. Wick worked at "SZ" some years ago, resigning from that place to accept a position on the Union R. R. Herman, we welcome you back, and hope to soon be able to give you the friendly grip.

S. D. Daniels and wife have returned after spending a very pleasant month in Kansas and other Western States. "DX," the smokes are on you.

W. G. Russell, second trick man at "N," has been transferred and will hereafter be found working the switches at 17th Street. Daniels takes second trick for the present, Wick sleeping the "owl" trick.

Miss Taylor, E. J. Amend and Miss Diehl are working twelve hours until Miss Carey returns from her sick call (28th Street).

What's wrong with the West Penn. and C. & C. Divisions that we never hear from them? Wake up, boys, and don't play Rip Van Winkle.

Say, did you read in last month's TELEGRAPHER that little poem entitled "Putting on Sand"? You didn't? Well, do so at once, and then show your sand.

Ed Stoll, one of the "OD" boys, has been East a few days on account of sickness in his family.

The "BC" dispatchers will be moved to Youngwood about January 15th. In addition to their other work they will have the Sewickley Branch to look after.

Yours in S. O. & D.,

TRIXIE.

Mountain Notes:—

I dropped in "GZ" office, Altoona, the other day to wait on a freight to ride up the hill, and after being greeted by a pleasant smile from Mr. Steel, sat down to have a chat with Messrs. Harvey and Lear, who are holding down the first tricks. Messrs. Miller and Moran are on the second trick. We "13" Shorty is going to ask for a "new run" for the winter on account of it being too cold out Washington Avenue. On the third trick we find Messrs. Fleck and Repman, both fine boys.

Passing "GY" we see Miss B. A. Oliver manipulating the "air switches." "BM" works first trick and always has a pleasant smile for the boys. C. M. Rhoads works second trick, and E. J. Long, third.

At "KN" we find the Misses Miller. There is always something new at "KN" in the way of refreshments for visitors. Now that ice water

is no longer a luxury, Miss Miller always keeps a fresh supply of chewing gum and peanuts on hand.

At "AG" Messrs. Dinges and McGrail are working twelve hours on account of the sad death of Bro. T. H. Harkins. Bro. Harkins was instantly killed in the Altoona yard on November 13th, while on his way to work. Tom was well liked by all the boys on the hill and will be missed by every one who knew him. The family and friends have the sympathy of the entire fraternity.

Miss Ermire works first trick at "SF," and Miss E. F. Oliver second, while Billy Lego entertains the ladies on the third. Mr. Lego was off duty for a few days on account of diphtheria (?) in the family. What will it be next time, Billy?

The announcement of the marriage of S. D. Daniels to Miss Mary O. Miller, of Blairsville Junction, clears up a mystery which baffled "VO" at "MO" and the Anderson House gang for at least a year. While doing sentinel duty at "MO," third trick, "DX" was subject to periodical spells. At least once each week an aimless longing (which in time would become chronic) would fill his breast. Rather than see him pine away and die, "VO" would lose a night's sleep, whereupon "DX" would bob up serenely next evening with a look of contentment in his face and his mouth all puckered with sweetness.

J. W. George ("JG" at "LY") wears an eight by ten smile, but this time it is neither a boy or girl, but a brand new silver, satin finished, upright baritone horn, which the Yilly Band purchased for him. No doubt "Shorty" will be blowing himself in a manner different from heretofore during the holiday season.

Oom Paul, second in command at "UN," has purchased the handsome residence at Cresson, which Rev. Mr. Gemmell had erected and intended occupying. We "13" that Elmer intends to extricate himself from South Fork society in the near future and increase the population of Cresson, Pa.

Andy Hofecker, alias Mr. Jones, etc., etc., third at "MO," continues to make a specialty of "hello" girls. He has succeeded in getting them on the string as far east as Philadelphia and west to Pittsburg. About a week ago an unscrupulous, jealous villain endeavored to create trouble for Andy by telling the girls that he was a benedict, but Andy quickly convinced the "Deers" by proving that the informant was laboring in that state of incomprehensibility from the effects of a jim jam jag and was deviating from the truth.

It is rumored that "CW," from "NY," is prospecting for "Quartz" at Cresson; it is also said of him that he daily practices on the striking bag and is aspiring for pugilistic honors.

J. L. Paul (an old P. R. R. boy), who has been attending the Baltimore School of Dentistry, is home for a week's vacation. Joe has the face of an Othello and the form of an Apollo, and is

sometimes borrowed or engaged by Andy Hofecker or Arlie Devore to fill a date for them. It is whispered that Andy has at least nine pressing engagements which Joe will be called upon to fill before the advent of the new year.

Yours in S. O. & D.,

KID.

IN MEMORIAM.

WHEREAS, In the death of Bro. J. W. Quigley, who was burned to death in his office at Reno, Minn., on the night of November 18, 1900, his associates are called upon to record the loss of one of our most valued members. In his death this Division has lost one of the most zealous, loyal and devoted members any Division has ever had. Although we never had the pleasure of Bro. Quigley's presence in the Division room, yet we have received from him many kind and encouraging letters of friendship, and we shall miss him greatly in the Division, and desire to express our sincere sympathy to the bereaved family; therefore, be it

Resolved, That this resolution be spread on the minutes, a copy sent the bereaved family and a copy of our official Journal for publication.

J. W. BARBER,
W. H. CLENDENIN,
GEO. T. SMITH,
Committee.

Erie System Division, No. 42.

H. F. Division, East:—

Bro. F. Sands bid in "OQ," nights, and Bro. F. Crow bid in "WX" tower, nights.

"S" tower is now on the hook, as Extra Opr. Sherman was dismissed on account of that No. 13 deal.

Extra Opr. Lewis is at "AF" tower working.

We have a new man by the name of Loning. Brothers, he is a No. 1; it shows well for our records to see union men employed here, as he has seen the goat in some other clime.

Bro. McElroy bid in Columbus, nights.

We had four applications to ballot on the 29th. It shows well for the brothers who are doing this missionary work, but brothers, just wait two more months. You will see them all lined up. They see now it is not a case of "I will join if some one else will." They fill out their papers and get in.

As the meeting of the 29th was one of the largest yet on record, it shows up well for the efforts that the brothers have labored for. Before closing the cigars were passed around and all enjoyed a pleasant chat, and many things of importance were discussed. It was decided at our next meeting to have a banquet, so, brothers, all who want a good time don't want to miss our meeting in January, it being the last Saturday night in each month. So don't forget the date.

Yours in S. O. & D.,

CERT. 1451.

Cincinnati Division:—

Bro. J. S. West, Akron, nights, spent Xmas and New Year's at home, St. Paris, O., Extra Opr. Thomas relieving.

Bro. Henry Keller, Silver Creek, days, off during the holidays.

Married during the holidays at the home of the bride's parents, Bro. Charles D. White, of Wadsworth, nights, and Miss Laura Smith, North Lewisburg, O. May you have a happy century.

Mrs. Minerva A. Willson, mother of Bro. R. D. Willson, died at Milford Centre, O., December 1st, aged 59 years; buried December 3d. She leaves one daughter and two sons. "What is home without a mother?" None but those who have lost them can tell. Bro. Willson has our sympathy.

J. R. Dearth is our chief dispatcher now, Pat O'Neil back to his trick again. Dearth being the oldest man it was finally given to him. J. B. Wallace is first trick man on Fourth Division, M. E. Smith copying for him. Wm. Biehl, third trick on Fourth Division; I. N. Winans, second trick on Galion Creston end of Third Division; Wm. McCahill message man, days; Charles Mochel, nights.

It looks like Big Four and Erie would use their parallel tracks, Galion to Marion, between them as a double track and operators run the train.

Urbana, days, seems to have a hard time finding some one to take it.

Bro. L. E. Willis, agent at Kennard, O., was to engage in the furniture business January 1st at North Lewisburg. Of course, he will give up his "pension." Who will be the lucky one to draw it.

Happy century to you all.

Bangor & Aroostock Division, No. 83.

Not having seen anything in the Journal about our new Division, I will try and put in a few words.

Brothers, keep up your courage. We are soon to have help and things will move. Now, brothers, can you not make an effort to attend meetings? Last meeting held in Houlton was a failure entirely. We have a good hall in Houlton and why not spend one evening a month there?

A number of changes have taken place on B. & A. R. R. since October 1st. Bro. B. H. Whitney, formerly "BM" at Brownville, transferred to Stacyville in place of Bro. W. J. Donoghue, transferred to Sherman, vice E. A. Atherton, resigned.

Bro. W. H. Peva is now holding down "P.J." Bro. Dodge having been transferred to Patten.

Bro. Whitcomb transferred to Robinson's, vice Bro. Scott, resigned.

Bro. Buchanan, formerly "BM" at Bridgewater, transferred to Weeksboro, Bro. Bartlett having taken his old job as "BM" at Ashland Junction.

Say, brothers, did you get any venison? Bro. Wetmore has been hunting.

F. H. Daggett has been on the sick list. Glad to have you back, "FD."

Bro. J. D. Shea is holding down "RX," Bro. McAllian having gone to the hospital for treatment. Glad to hear you are getting better, "MC."

There are still a few "nons" on the Division, and all holding fat jobs. Can't we get them in line?

With best wishes and 73s.

Yours in S. O. & D.,

CERT. 47.

D. & R. G. System, Div. No. 49.

IN MEMORIAM.

WHEREAS, It has pleased an all-wise Providence to remove from our midst Bro. C. G. Hicks, of Olathe, Colo., who passed away December 5th; be it

Resolved, That in the death of Bro. Hicks a gap has been left in our ranks which we deeply deplore, and which will not soon be forgotten; and be it further

Resolved, That we extend to the widow of our deceased brother our profoundest sympathy and condolence in this hour of her loss, which is so great to her and us; and be it further

Resolved, That a copy of these resolutions be spread upon the minutes of this Division and a copy furnished to THE RAILROAD TELEGRAPHER for publication.

A. W. DARRAGH,
J. S. HILL,
J. G. GARLAND.

Union Meeting at Sunbury, Pa.

The generosity of the Pennsylvania Railroad Company in supplying special trains from Harrisburg, Lewistown and Wilkesbarre made it possible for many employes and friends of organized labor to attend the union meeting of railroad employes held at Sunbury, Sunday, December 2d, who otherwise would have been compelled to forego the pleasure, especially is this true regarding those from Huntingdon, Lewistown and the Lewistown Division, where no passenger trains are run on Sunday.

This opportunity of visiting the county seat of Northumberland County was taken advantage of by many, and resulted in nearly fifteen hundred persons arriving at nearly the same time, in good time for the morning session.

We take the attached clipping from the Northumberland Democrat:

"The union meeting of the Railroad Brotherhoods, which was held here Sunday, was even a greater success than was anticipated. Twelve hundred delegates were here from Harrisburg, Pottsville, Wilkesbarre and intermediate points. Special trains were run from Harrisburg, Lewistown and Wilkesbarre.

"The first session was held in the Court House in the morning. The doors were closed to all except members of the Brotherhood. The large room, which has held many large crowds on other

occasions, established a new record; not only was every seat occupied, but the aisles and space in front of the bar was packed. Even standing room was at a premium. Harvey Buck, Esq., of this city, presided.

"The session lasted over three hours. What was done was not given out to the public. It was learned, however, that the bulk of the time was consumed in discussing what action should be taken against the Reading Railroad Company since the United States District Grand Jury refused to hold ex-Superintendent Sweigard responsible for the alleged discharging of men because they were affiliated with labor organizations.

"Addresses were made by the high officials of the Orders on subjects pertaining to the fostering of union labor. Hon. J. N. Weiler, of Mauch Chunk, who was slated to discuss important issues, was unable to be present, as he was compelled to attend a special meeting of the grievance committee at Mauch Chunk, which was called at the last minute. Several other high officials were also unable to be present. All of the gentlemen, however, sent able substitutes, and the meeting is considered by all who were there to be one of the most interesting and successful ever held by the Brotherhoods.

In the afternoon a meeting was held in the Opera House. The doors were thrown open to the public. Like the Court House the place was packed to overflowing. Within a short time after the doors were opened every seat in the house was occupied. By the time the order was called every available inch of space was utilized and many unable to gain admittance."

The Hon. Mayor, T. E. Drumheller, extended a cordial welcome to the many visitors to the city, and expressed the wish that all would enjoy themselves to the utmost, a wish which was carried out to the full extent. The addresses by the grand officers were opened by First Vice-Grand Master Everett, of the B. of L. E., Grand Master P. M. Arthur being detained; Conductor Chas. E. Plum, of Harrisburg, substitute for Chief E. E. Clark, O. R. C.; S. D. Howard, of Lewistown, substitute for Hon. J. N. Weiler, of the O. R. T.; Grand Master W. H. Ronemus, of the R. R. C. of A.; Grand Master P. H. Morrissey, of the B. of R. T.; Third Vice-Grand Master Wilson, of the B. of L. F., substitute for Grand Master F. P. Sargeant, who spoke in the interest of their several organizations.

The programme throughout was interspersed with music by the Sunbury orchestra, and a duet by Misses Carrie Kline and Ella Coder, of Sunbury; also a solo by Miss Kline, all of which was tendered in the most appreciable manner.

All the special trains were manned with Brotherhood men, and the visitors are highly pleased with the entertainment accorded them, and only await another opportunity to partake of the generous hospitality of their hosts.

Among those present was to be found the gray-haired man and the beardless youth, conferring upon subjects in accordance with the principles

of organization, all working to the one end, that of uniting all railroad employes in the bands of Brotherhood.

Sunbury is, strictly speaking, a railroad town, in the center of the hard coal region, located on the east bank of the Susquehanna River, and is inhabited by a generous and hospitable people.

Words can not express the appreciation of the employes of the Pennsylvania Railroad Co. for the favor of the several special trains ran for their accommodation, allowing them to arrive in time for the morning session and leave after the close of the afternoon session and to become acquainted with one another.

Atlanta, Ga., Div. No. 70.

I find by traveling around over the country some, a great many old telegraphers in other occupations. There are a great number of them in the South who have secured better positions, shorter days and some privileges. In some instances I find four or five in one small town, being succeeded by boys wholly incompetent, with little or no experience in railway service. What has brought about such conditions? *Indirect slavery*. In a great many instances experienced men have been required to work sixteen hours and more a day, with decrease in pay. Consequently they are forced to seek employment elsewhere.

This is a great injustice to the public, placing their lives in the hands of incompetent, frolicsome boys, who, of course, are not qualified to attend to any kind of business, and a majority of whom ought to be in school.

Let's exert our efforts to abolish these "ham factories" and effect *thorough organization*, which is the **ONLY** remedy. With thorough organization and co-operation with sister organizations there is hope of legislation against such impositions, and promotion of public safety. Let's go after the "nons" with renewed energy, bring men into our Organization of ability, competent, reliable, who will be of some service to our Organization, leaving out the other class. Let's run our membership roll up and secure the co-operation of all the better class. It's going to take **PERSONAL** efforts of each member to do this; insist on all who can attend meetings. While there's men I can't reach by any means, some other member can. Let's convince them by practicing intentions of our Order towards each other, and show them that there does exist a mutual interest in each other that does not exist between outsiders, and that our Organization is elevating socially and morally, as well as to effect better conditions of service. I think all sometimes forget our obligations. At least there is not enough mutual interest practiced. Let's organize and adopt some means of saving us from having to seek other employment, as so many have had to do.

We have an honorable profession if we will only make it so, and any telegrapher of ordinary experience will readily admit that by organization

only can this be effected under present conditions. But a great many will offer as an excuse: "There are too many that won't stick." Brothers, do you know that if we had all this class "offering this excuse" we would be *thoroughly* organized. You stick; by so doing you will influence others, and we will all soon be in better condition. We want to help you and you don't want to help yourself. Our Grand Division has been thoroughly remodeled and prospects were never brighter for advancement of our interest than now. Let each one make a special effort and see what we can make out of the "70."

I realize my inability to attempt this, but somebody must be up and doing. I, for one, am going to do what I can. Would like to hear from some other brother in "70."

CERT. 54.

Baltimore, Md., Div. 17.

To all we wish a prosperous and happy New Year.

At our last meeting, held December 21st, the old-time interest was shown, which certainly is encouraging to the officers and those who are regular attendants. All success is what we make it, therefore turn over a new leaf and attend the lodge meetings and take an interest in what is going on. The Order is especially anxious to help all those who give it their support. If this should reach anyone who is not a member, now is the convenient time to place your application. Don't let the opportunity pass.

One application received; also one elected to membership. Considerable interest was manifested in the reports from the delegates who attended the union meetings at Newark, O., and Sunbury, Pa., on December 4th.

We are again called upon to mourn the loss of one of our members through the death of Dudley F. Digges, who died of pneumonia on December 20th. Bro. Digges joined Division 17 in 1889 and always took a deep interest in all matters connected with the Order. A handsome floral design from the dispatchers and operators of the Baltimore Division of the N. C. R., and another from Division 17 were sent. The remains were taken to Falls Church, Va., where the interment took place. Messrs Weirs, Gessford and Geise accompanied the body.

Considerable complaint is being made on account of the numerous students upon the N. C. R. using main line wire, answering calls, etc., and interfering with the proper transmission of telegraph work.

B. & O. Items:—

It is reported that a student is now located upon the Belt Line.

To the B. & O. brothers, I would try to impress upon your minds the fact that your Division meets the third Friday of every month, and you

should make an effort to attend, to keep yourself posted so you will be able to talk business to the "nons" you may come in contact with.

At a meeting a few weeks ago we were favored by the presence of Bro. Vanatta, of Newark, O., and Bro. Frasher, of Wilmer, Del., who gave us very interesting speeches upon the good of the Order.

I would also beg to impress upon the minds of all B. & O. brothers that you are now working under a new contract, secured recently from the B. & O. R. R. through the efforts of the O. R. T.

Quite a number have declared their intention of joining our ranks. Let us keep everlastingly at them and see that they do so. All telegraphers who have any regard for the profession should certainly realize the great good we are doing, and join the Order that at all times stands up for the interests of the telegraphers.

BN.

Missouri Pacific Railway.

The Division Correspondent asks me for some notes for the January TELEGRAPHER. Notes! The only note that falls upon my ear is the ripping open of envelopes by the dozen daily, as the boys of 31 pay their dues or write me concerning the many matters of interest, and the scratch of my goose quill on the books, varied only at times by the hissing of steam as I pour water on the overheated bearings of my typewriter. If anyone ever allows the thought to enter his mind, a suspicion, that the O. R. T. is dead, I wish he could serve about three months as secretary of a Division as large and active as this one. If he was not blessed with a good constitution he would be the one dead.

And the boys of 31 are such letter writers. A large proportion of the payments of dues are accompanied by letters that I wish could be read by every member of the Division. They do the heart good, and I appreciate each and every one of them, try to act promptly and for the Order's good on the information and suggestions they contain, and answer them as fast as I possibly can, but I take this means of asking you to be patient if you do not hear from me by return mail. The Order gets as much of my time between 7 P. M. and 6 A. M. as Morpheus does, but it is a good work and one that I am glad to be engaged in.

A gratifying feature is the number of those who were very late in paying their dues for the last half of 1900, who are among the first to pay up for 1901. Surely this betokens a return of confidence to their minds. But let me say to you that you must never lose confidence in the Order. It is too old, too large and too strong to be broken down by any common defeat or ordinary means. I cannot refrain from again quoting the words of THE TELEGRAPHER which I mentioned in my circular, "The Order is what its members make it." That means that you and I each are responsible to the extent of our membership for

results, that we each have it in our power to contribute to its success or failure. Incidents come to my notice almost every day, illustrating the influence for good which is exerted by some member, who, perchance, thought that he was too inconsequential for his acts or words to be of effect.

What would be the result if only every one would do his very best. Ponder on that thought.

W. F. McCULLOUGH,
Gen'l S. & T.

Happy New Year to all. Before this is in print the old century will have passed away with all its joys and sorrows, and the new year and new century shall have beamed up with a great future before us. I wonder how many members have made it a point to see that the New Year's day should find them in good standing, with new card. How many hitherto "nons" have resolved that the morn of the new century shall find them knocking for admittance into the fold of the O. R. T.?

We are pleased to note the following new names as recent additions to our membership, to-wit: W. H. Cain, J. Q. Allen, C. J. Smith, R. H. Beck, W. H. O'Neil, H. T. Wilson, R. E. Long, E. E. Bales, T. A. Graham, J. M. Wilcox, U. G. Calvert, Clay Fulton, W. F. Robertson, W. L. Rhoads, J. E. Murray, F. L. Rinehart, L. A. Strange, I. L. Vaughn, M. Poteet, H. C. Panzeram, C. A. Merritt, W. C. Cullom, Lee Peacock, H. D. Sebring, Percy Harrison, E. J. Frankenhfield, J. T. Dickson, J. Wertz. There are also several others en route; will soon be landed.

Listen at the note of the secretary. We are glad the Division has some good writers. We like the motto he gives us and beg to add that these items are what the membership make them. We cannot write of that which we know not of, neither can we know except we be told. "Do you catch on?"

W. L. OSBORN,
Div. Cor.

Prescott, Ark.

Arkansas Division:—

Bro. H. J. Wilson, nights at Baring Cross, was off for a week or so recently recuperating, being relieved by Bro. Sheppard.

Bro. J. D. Wilson, nights at Hope, was able to resume work recently, but is now off again at hospital, while Opr. Brazell answers up instead. He resumed duties December 26.

W. Speer, nights at Arkadelphia, is spending the holidays at Benton with his parents. Opr. Rank, from Kansas City, does the needful in his stead.

Bro. A. W. Jernigan, nights at Malvern, is being relieved by Opr. Butts, a new man, while he enjoys a holiday rest.

Mr. C. M. Walser, days at Malvern, has been transferred to Little Rock, nights, in dispatcher's office for the present.

Bro. W. E. Casey is holding down Malvern, days, during the holiday vacation of the medical

college, from which he hopes to soon complete his course in medicines.

Extra Dispatcher, Bro. J. F. Burnett, is holding down second trick on south end, while Mr. Vic Auberts takes a holiday vacation.

Bro. Friganzi, days at Hope, is off for a couple of weeks during the holidays.

Bro. Ben Webb, nights at Texarkana, has been relieved during the holidays by Oprs. Ingalls and Hedrich in turn.

Opr. Brazell was stationed at Sidell Hill with shovel train a week or so.

New time card on this Division, effective December 23d.

The chief had quite a time hunting the boys up during the holidays.

Bro. Pete Melear turned up on the sick list December 31st, and Opr. Butts was sent to relieve him at El Dorado.

Born December 30th, a 11-pound O. R. T. boy to Bro. and Mrs. Henry D. Bowles, night operator at Gurdon, Ark. All parties doing well and Henry is able to resume duties. The majority of the boys smoke—when they get a chance.

Bro. J. M. Dickinson, of Shawnee, O. T., and wife are visiting relatives at Prescott, Ark. Glad to have a call from the brother and renew acquaintances.

Bro. A. W. Jernigan resumed duties at Malvern, days, on the 30th. He reports an enjoyable time Christmas.

Central Division:—

Local Chairman P. M. Herrin has been on sick list for several days.

Bro. H. R. Barkley, from K. C., P. & G. Division, is doing extra at Monroe, La. He is hunting a good place to move his family. Hope he will find it.

K. C. & S. W. and Co. Grove Divisions:—

This end of road is well represented as follows: K. C. S. W. Junction by Bro. C. S. Thompson, days, with night man unknown.

Centropolis, Mo., by Bro. W. E. Thomas, agent. Dodson, Mo., by Bro. C. E. Zimmerman, agent, and Mr. H. M. Thornton, nights.

Red Bridge, Mo., by Bro. J. W. Scott, agent. Martin City, Mo., by Bro. W. R. Popkess, agent. Martin, Kan., by Mr. W. N. Hagler, agent. Stilwell, Kan., by Mr. V. J. Groves, agent, and Mr. Tom Shehan, nights.

Bucyrus, Kan., by Bro. J. Dudley, agent. Wagstaff, Kan., by Bro. W. O. Young, agent. Paola, Kan., by Mr. Jas. Neylon, agent, Bro. Andy Shannon, day operator, and Mr. J. A. Tyson, nights.

Osawatomie, Kan., is well looked after by Mr. A. M. Clark, chief dispatcher, Messrs. Rogers, Stewart, Lopp and an extra man as trick dispatchers, all first-class fellows, work with Mr. G. Swartz, wire chief, Mr. Kase, copy operator, and Mr. Shaffer, night operator, and Bro. Andy Johnson, lineman. The depot is looked after by

Mr. H. H. Combs, agent, and Mr. Post, operator and clerk.

Rantoul, Kan., is looked after by Mr. J. B. Cromer, agent.

Ottawa, Kan., by Mr. J. Scott, agent, and Mr. J. A. Fritzler, operator and clerk.

Pomona, Kan., by Bro. J. M. Sturn, agent.

Lomax, Kan., by Mr. E. B. Kyle, agent, and Bro. George Neal, nights.

Vassar, Kan., by Mr. Ed S. McNeil, agent.

Lyndon, Kan., Mr. A. L. Miller, agent.

Osage City, Kan., by Bros. A. C. Cosby, agent.

M. J. Maurice, days, and W. H. Long, nights. Ask Bro. Long for cigars, as he was married on December 24th.

Miller, Kan., by Mrs. J. B. Havens, agent.

Admire, Kan., by Bro. D. W. McKinley, agent.

Allen, Kan., by Mr. F. M. Winters, agent.

Bushong, Kan., by Bro. J. G. Schrieber, agent.

Comiskey, Kan., by Sister M. A. Williams, agent.

Council Grove, Kan., is well looked after by Mr. A. T. Coffey, agent, Bro. Whitchurch, day operator, Bro. Dick Adams, night operator, and Bro. Parrett, lineman.

A fearful tragedy was enacted at Parkdale, Ark., a little town on the Iron Mountain Railroad, at about 1 o'clock A. M., December 2d. W. G. Killian, a prominent merchant of Parkdale, and Geo. W. Phillips, the railroad agent of that place, are dead, and D. C. Killian, brother of the dead merchant, is lying at his home with several serious wounds in his body and may die.

While there is some difference of opinion as to the real cause of the trouble it was brought about by the refusal of railroad agent Phillips to receive some cotton from W. G. Killian, and a failure to furnish empty cars to Killian for his cotton. The first ill-feeling was brought about by Phillips refusal to deliver a car of flour that was shipped bill of lading attached. Killian had not received the bill of lading, but expected it on the next train, and wanted to open the car. This amounted to but little, and Killian only said Phillips was not as accommodating as some agents had been. The real cause of the tragedy was mischievous parties carrying news between the two men, and a bad feeling had arisen between Killian and Phillips. Sunday morning about 12:30 Killian determined to have the matter settled. In company with his brother, D. C. Killian, and his cousin, Will Prewitt, and, it is supposed, two other men, the names of whom are unknown, Killian went to the depot, and not finding Phillips there the party broke every pane of glass out of the lower sash in every window in the depot. They then went to the residence of Mrs. Jennie Maxwell, where Phillips boarded, looking for him. Killian knocked on the door of Mrs. Maxwell's room, and when asked what he wanted, replied that it was Phillips he wanted. Phillips heard Killian and came to the door in his night clothes, and said: "Here I am. You can see me if you want to." The party went to where Phillips was and a quarrel ensued. Phillips

pleaded with them to not raise a difficulty in Mrs. Maxwell's house, and said: "Men, go on home. I don't want any trouble." Killian accused Phillips of saying that he would kill him (Killian). Phillips replied that he did not say it. His pleadings having had no effect, Phillips asked them to wait until he could put on his clothes and he would go out in the street with them to settle the trouble. Killian cursed Phillips, using the most vile names that could be used, and the shooting began. W. G. Killian was shot in the chest and side and instantly killed. D. C. Killian received two wounds in the body, which may prove fatal, and Phillips was shot in the bowels and arm. Phillips had a five shooter and did deadly work, not losing a ball.

Phillips lived about twenty minutes after the firing had ceased. He walked around the house and going into another room, called Mrs. Maxwell. He said that he had been killed and wanted his body sent to Farmersville, Tex., to be buried beside his wife. Mrs. Maxwell asked if she could not do something for him, and he replied: "Give me more cartridges." He then fell across a bed and died in a short while.

Phillips was a widower and leaves a little daughter at Farmersville, Tex. He had lived in Parkdale seven or eight months, and was much liked. He was a staunch believer in the O. R. T., and was paid up one term in advance.

W. G. Killian leaves a wife and two children.

D. C. Killian is a young man. He is a widower, but has no children.

Never in the history of Parkdale has the town been so thoroughly aroused, and this is the most bloody tragedy in its history. Prewitt came out unharmed, but is under arrest as an accessory to the killing.

Oregon Short Line.

Diamondville, C. R. Campbell, resigned, relieved by A. G. Rowe.

Fossil, Bro. O. Welch, nights, vice Bro. W. S. Butner.

Cokeville, Bro. C. S. Fruitt, resigned to go to O. R. & N., relieved by Opr. Ryan.

Montpelier, D. Q. Clark back at his old post, nights, after serving at Nampa temporarily for some time. Dispatcher's office moved from Montpelier to Kemmerer, with J. Beck, chief, C. J. Husted and Moody, tricks.

Glencoe, new town on Wyoming Western Branch, opened up as regular reporting station, with J. W. Brownson, agent.

Soda Springs, F. D. Ruth, resigned, understand for purpose of organizing theatrical company. Don't know who succeeded him.

Pocatello, Bro. L. Rosenbaum, resigned to accept position with O. R. & N. at Huntington, relieved by Bro. J. A. Schockey, from Lima.

Opr. A. R. Ringe, who has been working all alone the line, has resigned and started South.

American Falls, Bro. L. V. St. Clair resigned as agent, succeeded by T. M. Alley, from Minidoka.

Minidoka, Opr. Matherly, nights, vice J. H. Dunbar, transferred to Idaho Falls as cashier. T. M. Alley, agent, transferred, succeeded by Bro. Percy Clark, of Kemmere.

Blackfoot, Bro. J. A. Collins, agent, Bro. J. G. Irwin, day operator, Mr. B. Uhr, nights.

Shelly, Bro. A. M. Calvert, agent. This brother has just been elected General Chairman. All brothers will please help him push.

Idaho Falls, Bro. P. H. Moreland, agent, Bro. D. J. McManus, days, Bro. A. C. Pearson, nights.

La Belle, New station recently opened up, with Bro. B. M. Fullmer, agent.

Rexburg, Bro. A. N. McCall, agent.

St. Anthony, Mr. R. T. Drollinger, agent, Bro. J. L. Pratt, operator.

Market Lake, Bro. S. S. Carruthers, agent, J. M. McPherson, nights.

Dubois, Bro. M. J. Anderson, agent, Bro. W. E. Fehliman, nights. Bro. Anderson just returned from leave of absence December 15th.

Spencer, Mrs. M. V. Roberts, agent, T. Windsor, nights (flag station).

Pleasant Valley, Bro. J. L. Valliant, agent.

Monida, Bro. M. A. Egan, agent, Bro. W. G. Shade, nights.

Lima, Dispatchers, Reddy, first; Wellington, second; Rattas, third. Mr. Lane, days, Mr. Van Dyke, nights.

Dell, Bro. H. R. Kain, days.

Red Rock, Bro. D. Aspland, agent, Mr. Brush, nights.

Dillon, T. E. Smith, agent, J. C. Coleman, days, H. W. Allen, nights. Mr. Allen just returned from two weeks' vacation; was relieved by J. R. Jaynes.

Melrose, Bro. W. A. Hawk, agent, Bro. H. T. Graham, nights.

Divide, Bro. L. W. West, agent, H. C. Ayers, nights.

Feely, F. W. Harris, days, Bro. Don Sanderson, nights.

On December 15th the Short Line placed in operation quadruplex instruments at Pocatello and Salt Lake, which greatly facilitates the handling of business between these points, and also gives Salt Lake a direct wire through to Granger, which enables that office to work direct with offices east of Pocatello, thereby saving the relay at Pocatello.
Drv. Cor.

Illinois Central Ry.

Evidences of wide-awake and thorough, but conservative business principles in establishing one of the best System Divisions of the Order are manifest over this entire road. The telegraphers, as a rule, are very thoughtful of their interests and duties in the labor and give much valuable assistance in advancing the cause, appreciating the fact that in order to succeed in any good work a solid foundation is necessary, and each one desires to add a unit to its solidity.

I regret, however, there are quite a few exceptions, those who have never thoughtfully can-

vassed the past, present and future of our profession. I refer to those who are teaching the art of telegraphy, and who seem to take pleasure in turning out as many new men as is possible during a stated period. We have those who charge the student \$70, and all the work they can get out of him while with them. Others who prefer to enlarge the supply of operators, and by so doing assist in lowering their own rate of pay as well as that of all others in the business rather than take proper care of their own duties as agents and operators for the company, or try by honorable means to show their superior officers that assistance at their station is necessary. And these same Illinois Central officers are, so far as I have been able to learn, very reasonable and fair men.

The fact of the matter is about the only reason why the class of operators above mentioned keep students on hand is because of their own preference. We hope, however, that those who are now injuring the business with all their ability to do so will soon find it pays better to use what ability they possess in a different direction. Outside of this little dark spot all is bright and promising. We shall be able in the course of a few months to add a System Division with a membership second in numbers to no beginner in the Order's history, and just about the finest in tenacity of purpose and conservative procedure.

With the compliments of the season we greet all telegraphers.

T. E. ELLIS.



Grand Division

NOTICE.

To all Secretaries:—

Attention is called to Section 30, of the Constitution, the first part of which reads as follows:

"All Divisions which have filed their annual reports with the Grand Secretary and Treasurer on or before the last day of February, and have paid their dues and fees to the Grand Division as required by Section 36, of the Constitution, shall be entitled to representation in the Grand Division."

The necessary number of blank reports have been sent to each Secretary, and it is hoped that they will be made out and sent in at the earliest possible moment in order that they may be audited and compared with the Grand Division records, and also that each Division may be represented at

the third biennial session of the Grand Division.

Yours fraternally,

H. B. PERHAM,
Grand Secretary & Treasurer.
St. Louis, Mo., January 1, 1901.

NOTICE.

To all Members:—

The mailing list of THE RAILROAD TELEGRAPHER will be revised on February 20th, or as soon as may be thereafter, and succeeding numbers will be sent only to those members who have paid their dues for the term ending June 30, 1901. Please be governed accordingly.

Yours fraternally,

H. B. PERHAM,
Grand Secretary & Treasurer.
St. Louis, Mo., January 1, 1901.

MUTUAL BENEFIT DEPARTMENT.

Assessment No. 22 is due on January 1, 1901.

Time for payment expires February 28, 1901.

CLAIM No. 52.—Amount, \$300; was paid November 27, 1900, to Bessie L. Brees, daughter and beneficiary of Bro. T. A. Brees, of Canadian Pacific System, Division No. 7, who died from cerebral hemorrhage, caused by a fall.

The regular assessments for the year 1901, which are separate from dues of the Order, are twelve in number, due monthly.

The attention of all certificate holders is called to the change made in Article 15 of the Laws by the Special Session in the number of assessments per year and the amount of each, the number being increased to twelve in order to make them due monthly, and the amount of each assessment correspondingly decreased.

As the number of assessments a year in this Department is stationary, the only assessment notices sent out are the assessment slips, a set of which is furnished each member of the Department at the time of the approving of his application by the Insurance Committee, and on or before December 15th for each succeeding year. These slips should always be used in accompanying remittances, and you will find printed on the margin of each the month in which it becomes due.

Remittances can be made for as many assessments at one time in advance as you may desire. If you can find it convenient to remit the whole year's assessments in advance, you will save yourself a considerable amount in expense for money orders and will save the Department a great amount of work.

THE RAILROAD TELEGRAPHER.

OFFICIAL DIRECTORY.

General Offices, St. Louis, Mo.

GRAND OFFICERS:

M. M. Dolphin.....President	S. L. Kelley.....Second Vice-President
St. Louis, Mo.	St. Louis, Mo.
T. M. Pierson.....First Vice-President	F. G. Sinclair.....Third Vice-President
St. Louis, Mo.	St. Louis, Mo.
H. B. Perham.....Grand Secretary and Treasurer	
St. Louis, Mo.	

BOARD OF DIRECTORS.

Hon. L. A. Tanquary (Chairman), Cucharas, Col.	F. J. Reynolds, Box 253, Calgary, N. W. T.
A. O. Sinks (Secretary), Jefferson St. Depot, Portland, Ore.	T. W. Barron, 2900 Washington ave., St. Louis, Mo.
C. E. Layman, Troutville, Va.	

ADVERTISING.

All correspondence pertaining to advertising should be addressed to W. N. Gates, Advertising Manager, Garfield Building, Cleveland, Ohio.

DIVISION DIRECTORY.

GRAND DIVISION—Attached membership not confined to any particular railroad or territory. M. M. Dolphin, President, St. Louis, Mo.; H. B. Perham, Grand Secretary and Treasurer, St. Louis, Mo.

NO. 1, MONTREAL, QUEBEC.—Division covers the Grand Trunk Railway System. Meets subject to call of Chairman. R. H. Reynolds, Gen'l Chairman, Beechville, Ont.; D. Campbell, Gen'l S. & T., Drayton, Ont.; P. D. Hamel, Ass't Gen'l S. & T., Blue Bonnets, P. Q.

NO. 3, HARRISBURG, PA.—Meets 1st Wednesday evening at 8 o'clock, and 3d Thursday morning at 8:30 o'clock each month in Ensinger Building, corner Third and Cumberland sts., Harrisburg, Pa. E. L. Zimmerman, Chief Tel., 1611 N. Sixth st., Harrisburg, Pa.; E. C. Miller, S. & T., 625 Dauphin st., Harrisburg, Pa.

NO. 4, PHILADELPHIA, PA.—Meets on 1st Saturday at 8 p. m., at Room A, Odd Fellows' Temple, Broad and Cherry sts., Philadelphia, Pa. G. A. Richardson, Chief Tel., Oaks, Montgomery, Pa.; W. C. Frazier, S. & T., 4251 Pennsgrove st., Philadelphia, Pa.

NO 5, KANSAS CITY, MO.—Division covers the Kansas City, Pittsburg & Gulf Railroad System. Meets subject to call of Chairman, E. T. Nickel, G. C., Amsterdam, Mo.; D. E. Chambers, Gen'l S. & T., Merwin, Mo.

No. 6, OMAHA, NEB.—Division covers the Union Pacific Railroad System. Meets subject to call of Chairmen. F. A. Baldwin, Gen'l Chairman, Lock Box 26, Milliard, Neb.; L. M. Tudor, Ass't Gen'l Chairman, Rawlins, Wyo.; R. R. Root, Gen'l S. & T., Wood River, Neb.

NO. 7, MONTREAL, QUEBEC.—Division covers the Canadian Pacific Railroad System. Meets subject to call of Chairmen. W. H. Allison,

THE RAILROAD TELEGRAPHER.

- Gen'l Chairman, 70 Melbourne av., Parkdale, Toronto, Ont.; F. G. Sinclair, Gen'l S. & T., Sutton Junction, Quebec; P. D. Hamel, Asst. Gen'l S. & T., Blue Bonnets, P. O.
- NO. 8, BUFFALO, N. Y.—Meets 4th Thursday each month at 8 p. m. at lodge room, corner Fillmore av. and Clinton st., Buffalo, N. Y. W. O. Jackson, Chief Tel., 700 Prospect av., Buffalo, N. Y.
- NO. 9, NORTH VERNON, IND.—Meets 3d Saturday of each month at 8 p. m. at K. & L. of H. Hall, Fifth st., North Vernon, Ind. C. B. Rawlins, Chief Tel., Cold Springs, Ill.; J. E. Hudson, S. & T., Hayden, Ind.
- NO. 10, KNOXVILLE, TENN.—Meets first Saturday night of each month at K. P. Hall, Depot st., Knoxville, Tenn. W. H. Morris, Local Pres., Knoxville, Tenn.; W. L. Webster, Local S. & T., McMillan, Tenn.
- NO. 11, OLD TOWN, MAINE.—Meets last Sunday each month at 1 p. m., G. A. R. Hall, Old Town, Me. L. F. Crane, Chief Tel., Orano, Me.; E. L. Keyes, S. & T., Great Works, Me.
- NO. 12, BELPRE, OHIO.—Meets 3d Wednesday each month at 8 p. m., to 619 6th st., Parkersburg, W. Va. P. Costello, Chief Tel., Belpre, Ohio; G. J. Steurer, S. & T., 626 Depot st., Parkersburg, W. Va.
- NO. 13, WEST SUPERIOR, WIS.—Meets 3d Sunday of each month at 8 p. m., at Ritchie Hall, 806 Tower av., West Superior, Wis. D. A. Short, Chief Tel., 1620 Oaks av., West Superior, Wis.; D. A. Short, S. & T., 1620 Oaks av., West Superior, Wis.
- NO. 14, ROANOKE, VA.—Division covers the Norfolk & Western Railway System. Meets subject to call of Chairman. C. E. Layman, Gen'l Chairman, Troutville, Va.; T. H. Lankford, Gen'l S. & T., Cloverdale, Va.
- NO. 15, OTTAWA, ONT.—Meets on 3d Sunday of each month at Glen Robertson, Ont. G. W. Shepherd, Chief Tel., Alexandria, Ont.; F. S. Griffin, S. & T., Eastmans, Ont.; R. E. Allison, Local Organizer; P. D. Hamel, Asst. S. & T., Blue Bonnets, P. Q.
- NO. 16, NIAGARA FALLS, ONT.—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. m., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. A. J. Broderick, Chief Tel., Niagara Falls, Ont.; B. Knight, S. & T., Niagara Falls, Ont.
- NO. 17, BALTIMORE, MD.—Meets 3d Friday of each month at 205 Fayette st., Baltimore, Md., Q. A. Geise, Chief Tel., Union Station, Baltimore, Md.; J. B. Finnan, S. & T., General Delivery, Baltimore, Md.
- NO. 18, CLEVELAND, OHIO.—Division covers the New York, Chicago & St. Louis Railroad System. Meets subject to call of Chairman. R. W. Keyes, Gen'l Chairman, Conneaut, Ohio; F. R. Terbrack, Gen'l S. & T., 69 Yonkers st., Cleveland, Ohio.
- NO. 19, FORT WORTH, TEXAS.—Meets on the 3d Monday each month at 8 o'clock, p. m. W. H. Phillips, Chief Tel., Cotton Belt freight office, Fort Worth, Texas; C. A. Burton, Local S. & T., 704 S. Rusk st., Fort Worth, Texas.
- NO. 20, GALVESTON, TEXAS.—Division covers the Gulf, Colorado & Santa Fe Railroad System. Meets subject to call of Chairman. C. B. Clark, Gen'l Chairman, Ladonia, Texas; A. T. Hickey, S. & T., Cleburne, Texas.
- NO. 21, CINCINNATI, OHIO.—Division covers the Cincinnati, Hamilton & Dayton Railroad System. Meets subject to call of Chairman. John G. Wenk, Gen'l Chairman, Glendale, O.; A. C. Bushwaw, Gen'l S. & T., 1617 E. Fifth st., Dayton, O.
- NO. 22, ST. LOUIS, MO.—Division covers the Missouri, Kansas & Texas Railroad System. Meets subject to call of Chairman. E. B. Hill, Gen'l Chairman, Troy, Tex.; L. D. McCoy, General S. & T., Gibson Station, I. T.
- NO. 23, TOPEKA, KAN.—Division covers Atchison, Topeka & Santa Fe Railroad System. Meets subject to call of Chairman. J. A. Newman, General Chairman, Wichita, Kan.
- NO. 24, WILLIAMSPORT, PA.—Meets 1st Wednesday of each month in Wightman Block, No. 22 West 4th st., Williamsport, Pa., and on the 3d Friday of each month on third floor of Postoffice Building, Main st., Lock Haven, Pa. C. E. Sturgis, Chief Tel., 44 Linck Bldg., Williamsport, Pa.; J. I. Klingenberg, Gen'l S. & T., Sunbury, Pa.
- NO. 25, PALESTINE, TEXAS.—Division covers the International & Great Northern Railway System. Meets subject to call of Chairman. C. E. Lewis, Gen'l Chairman, Houston, Texas; G. W. Morgan, Gen'l S. & T., McNeil, Texas.
- NO. 26, BRUNSWICK, MD.—Meets 1st Friday of each month at 8 p. m., at Red Man's Hall, Brunswick, Md. C. D. Shewbridge, Chief Tel., Keep Tryst, Md.; E. L. Harrison, S. & T., Brunswick, Md.
- NO. 30, PHILADELPHIA, PA.—Meets 3d Friday at 8 p. m. in Dental Hall, N. W. Cor. 13th and Arch sts., Philadelphia, Pa. J. L. Hughes, Chief Tel., 1225 Sansom st., Philadelphia, Pa.; James Hutton, S. & T., 1463 Wilton st., Philadelphia, Pa.
- NO. 31, ST. LOUIS, MO.—Division covers the Missouri Pacific Railroad System. Meets subject to call of the Chairman. T. W. Barron, Gen'l Chairman, Mo. Pac. Tel. Office, Equitable Bldg., St. Louis, Mo.; James F. Burnett, Vice Gen'l Chairman, 1200 W. Markham st., Little Rock, Ark.; W. F. McCullough, Gen'l S. & T., Larned, Kan.
- NO. 32, ST. LOUIS, MO.—Division covers the St. Louis & San Francisco Railroad System. Meets subject to call of the Chairman. E. W. Smith, Gen'l Chairman, Monett, Mo.; L. Stevens, Gen'l S. & T., Valley Park, Mo.

THE RAILROAD TELEGRAPHER.

- NO. 33, PITTSFIELD, MASS.—Meets 2d Sunday and 3d Wednesday of each month at N. Y., N. H. & H. R. R. Freight Office, S. Church st., Pittsfield, Mass. F. H. Barker, Chief Tel., Pittsfield, Mass.; H. A. Roel, S. & T., 223 New West st., Pittsfield, Mass.
- NO. 36, ANDOVER, O.—Meets last Thursday evening of each month at 7 o'clock at J. O. U. A. M. Hall, Andover, O. G. F. Wolcott, Chief Tel., Williamsfield, O.; T. D. Dellmin, S. & T. Gen, Del., Youngstown, O.
- NO. 37, CINCINNATI, OHIO.—Division covers the Cleveland, Cincinnati & St. Louis Railroad System. Meets subject to call of Chairman. Wm. Baer, Gen'l Chairman, North Vernon, Ind.; T. A. Sawyer, Gen'l S. & T., Gahon, Ohio.
- NO. 38, COLUMBUS, OHIO.—Meets 2d Wednesday evening, at 8 o'clock, at Fraternity Hall, 111½ S. High st., Columbus, Ohio; L. A. Bowman, Chief Tel., Orient, Ohio; Percy E. Wright, S. & T., Box 148, Worthington, Ohio.
- NO. 39, SAGINAW, MICH.—Division covers the Flint & Pere Marquette Railroad System. Meets subject to call of Chairman. R. R. Darwin, Gen'l Chairman, Saginaw, Mich.; A. T. Landry, Gen'l S. & T., 900 Owen st., Saginaw, Mich.
- NO. 40, RICHMOND, VA.—Division covers Chesapeake & Ohio Railway System. Meets subject to call of Chairman. E. L. Stratton, Gen'l Chairman, Balcony Falls, Va.; G. P. Grogan, Gen'l S. & T., Russell, Ky.
- NO. 42, NEW YORK, N. Y.—Division covers the Erie Railroad System. Meets subject to call of Chairman. Wm. Clancy, Gen'l Chairman, Mansfield, Ohio; W. L. Abbott, Gen'l S. & T., Hammond, Ind.
- NO. 44, NEW YORK, N. Y.—Meetings 1st Wednesday at 8 p. m. and 3d Tuesday at 10 a. m., of each month, Brotherhood Hall, cor. Third st. and East av., Long Island City, N. Y. T. A. Gleason, Local Pres., 688 E. 163d st., New York, N. Y.; H. E. Regensburg, S. & T., 121 Fifth st., Long Island City, N. Y.
- NO. 47, CHARLOTTETOWN, P. E. I.—Meets 3d Thursday of each month at 8 p. m. at B. I. S. Hall, Charlottetown, P. E. I. J. A. Kelly, Chief Tel., Royalty Junction, P. E. I.; L. F. Muncey, S. & T., Charlottetown, P. E. I.
- NO. 48, LIMA, OHIO.—Division covers the Ohio Southern Railroad System. Meets subject to call of Chairman. J. W. Murray, Gen'l Chairman, Jackson, O.; H. C. Mitchell, Gen'l S. & T., Unipolis, O.
- NO. 49, PUEBLO, COLO.—Division covers the Denver & Rio Grande Railway System. Meets subject to call of Chairman. J. G. Garland, General Chairman, Orient, Col.; A. W. Darragh, General S. & T., Box 456, Pueblo, Col.
- NO. 50, PORTLAND, ORE.—Meets on 3d Monday of each month at 9 p. m., at Portland, Ore. A. Rose, Chief Tel., 755 Vancouver av., Station B., Portland, Ore.; A. O. Sinks, S. & T., Jefferson St. Depot, Portland, Ore.
- NO. 51, GROVE CITY, PA.—Division covers P., B. & L. E. Ry. System. Meets subject to call of Chairman. R. O. Waddell, Gen'l Chairman, Cranesville, Pa.; B. E. Crouch, S. & T., Gehrton, Pa.
- NO. 52, PITTSBURG, PA.—Meets 1st and 3d Saturday each month at 8 p. m., at Citizens' Insurance Hall, 320 Fourth av., Pittsburg, Pa. H. T. McGuire, Chief Tel., 256 S. Highland av., Pittsburg, Pa.; S. J. Konenkamp, Sec'y, 2705 Jane st., Pittsburg, Pa.; I. S. Hare, Treas., 1414 Juniata st., Allegheny, Pa.
- NO. 53, Southern Pacific System Division covers the Southern Pacific Railway lines. Meets at 8 o'clock p. m., in the lodge room, No. 20 Eddy st., San Francisco, Cal., 2d Saturday of each month, Local Chairman W. E. Davidson, of the Western District, presiding, and 4th Saturday of each month, Local Chairman F. G. Wetzel, of the Coast District, presiding, and the 1st Tuesday of each month at the residence of L. N. Buttner, Port Costa, at 8 p. m., Bro. Buttner presiding in the absence of all members of the Local Board for the Western District. George Estes, Gen'l Chairman, Roseburg, Ore.; E. F. Wolever, Ass't. Gen'l Chairman, territory west of El Paso, Texas, Beowawe, Nev.; W. R. King, Asst. Gen'l Chairman, territory east of and including El Paso, Texas, Eagle Lake, Texas; B. A. Meyer, Gen'l S. & T., Ocean View, Sta. L, San Francisco, Cal.
- NO. 54, ST. PAUL, MINN.—Division covers the Northern Pacific Railway System. Meets subject to call of Chairman. F. A. Brown, Gen'l Chairman, Marshall, Wash.; J. E. Dafoe, Gen'l S. & T., 319 Thirtieth st. south, Billings, Mont.
- NO. 55, CLEVELAND, OHIO.—Division covers the Wheeling, Lake Erie Railway System. Meets subject to call of Chairman. G. J. Whelan, Gen'l Chairman, Horst, Ohio; J. W. Girt, Gen'l S. & T., Navarre, Ohio.
- NO. 56, QUINCY, ILL.—Division covers the Omaha, Kansas City and Eastern, and the Omaha and St. Louis R. R. Meets subject to call of Chairman. H. M. Davis, Gen'l Chairman, Blanchard, Ia.; J. S. Burkhard, Gen'l S. & T., McFall, Mo.
- NO. 57, HOUSTON, TEX.—Division covers the Houston & Texas Central Railroad System. Meets subject to call of Chairman. W. J. Burke, Gen'l Chairman, Denison, Tex.; G. C. Morgan, Gen'l S. & T., Hearne, Tex.
- NO. 58, WILMINGTON, DEL.—Meets 3d Tuesday evening, 3d floor Western Union Bldg, 3d and Market sts., Wilmington, Del. P. Chas. Bogan, Chief Tel., Edgemoor, Del.; W. J. Holton, Gen'l S. & T., Iron Hill, Md.

THE RAILROAD TELEGRAPHER.

- NO. 59, BOSTON, MASS.—Division covers the Boston & Maine Railroad System. Meets subject to call of Chairman. J. B. Bode, Gen'l Chairman, Chelsea, Mass.; J. C. Miller, Gen'l S. & T., 46 Summer st., Chelsea, Mass.
- NO. 60, SALT LAKE CITY, UTAH.—Division covers the Oregon Short Line. Meets subject to call of Chairman. A. E. Beamer, Gen'l Chairman, Kemmerer, Wyo.; W. A. Hawk, Gen'l S. & T., Melrose, Mont.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blais, Chief Tel., Caupascap, Que.; R. A. McMillan, S. & T., Eel River Crossing, N. B.
- NO. 62, CLEVELAND, OHIO.—Meets 1st Saturday evening at B. of L. F. Hall, Cor. Pearl and Jay sts., Cleveland, Ohio. C. F. Mayer, Chief Tel., 231 Wade av., Cleveland, O.; J. T. Coffey, S. & T., 20 Kane st., Cleveland, O.
- NO. 63, MONCTON, N. B.—Meets 3d Thursday of each month at 6:30 p. m. in Mason's Hall, Main st., Moncton, N. B. S. C. Charters, Chief Tel., Point DuChene, N. B.; M. McCarron, S. & T., Moncton, N. B.
- NO. 64, LEVIS, QUE.—Meets 4th Friday of each month at 8 p. m. at Terminus Hotel, Levis, Que. F. I. Leblanc, Chief Tel., Montmagny, Que.; D. O. L'Esperance, S. & T., Chaudiere Curve, Que.
- NO. 65, GRAFTON, W. VA.—Meets 2d and 4th Wednesdays of each month at 8 p. m., K. of P. Hall, Main st., Grafton, W. Va. L. G. Cockrell, Chief Tel., Tunnelton, W. Va.; E. J. Shaugnessy, S. & T., Grafton, W. Va.
- NO. 66, THURO, N. S.—Meets 3d Thursday of each month at Crowes' Hall, Inglis st., Truro, N. S. J. W. Gunn, Chief Tel., Belmont, N. S.; Geo. O. Forbes, S. & T., Lower Stewiacke, N. S.
- NO. 67, WILKESBARRE, PA.—Meets on the 2d and 4th Monday each month at 8 o'clock p. m., at Gilligan's Hall, Cor. Main and Hartford sts., Ashley, Pa. E. E. Evans, Chief Tel., 136 S. Grant st., Wilkesbarre, Pa.; J. Nelligan, S. & T., Ashley, Pa.
- NO. 68, CUMBERLAND, MD.—Meets 3d Wednesday of each month at 8 p. m., at Mechanics' Hall, Cor. Baltimore and Liberty sts., Cumberland, Md. A. Helzel, Chief Tel., 82 Decatur st., Cumberland, Md.; R. C. Cornwell, S. & T., Patterson's Depot, W. Va.
- NO. 69, OGDEN, UTAH.—Meets 2d Wednesday in each month at 8 o'clock p. m., at Johnson's Hall, Ogden, Utah. L. Rosenbaum, Chief Tel., care U. P. Tel. office, Ogden, Utah; C. N. Custead, S. & T., 2061 Madison st., Ogden, Utah.
- NO. 70, ATLANTA, GA.—Meets 2d Sunday of each month at 10 a. m. in O. R. C. Hall, 2d floor, Cor. Alabama and Whitehall sts., Atlanta, Ga. Chas. Daniel, Local Pres., 65 Cone st., Atlanta, Ga.; D. G. Hurley, Local S. & T., Box 630, Atlanta, Ga.
- NO. 71, OSKALOOSA, IOWA.—Meets 3d Wednesday in each month at 8 o'clock p. m., at Oskaloosa, Iowa. L. P. Ballinger, Chief Tel. and S. & T., Lacey, Iowa.
- NO. 72, ST. JOSEPH, MO.—Meets 3d Tuesday of each month at 8 p. m., at 623 Mount Mora Road, St. Joseph, Mo. H. E. Trad-r, Chief Tel., St. Joseph, Mo.; W. E. Reese, S. & T., Box 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Saturday of each month at 8 p. m., on 4th floor, Odd Fellows' Hall, Broadway, Mauch Chunk, Pa. Hon. J. N. Weiler, Chief Tel., Lock Box 17, E. Mauch Chunk, Pa.; Eugene E. Ash, S. & T., Box 385, Mauch Chunk, Pa.
- NO. 74, ELIZABETH, N. J.—Meets 2d Saturday, 8 p. m., each month, in Star Theater Bldg., East Jersey st., near Broad st., Elizabeth, N. J. A. K. Gerry, Chief Tel., 129 Broadway, Elizabeth, N. J.; M. H. Shafer, S. & T., 526 Monroe ave., Elizabeth, N. J.
- NO. 75, MACON, GA.—Meets 2d Sunday each month at 7:30 p. m. S. W. Cor. Mulberry st. and Cotton av., 3d floor, Macon, Ga. H. C. Garrison, Chief Tel., Box 115, Macon, Ga.; J. P. Mercer, S. & T., East Macon, Ga.
- NO. 76, CHICAGO, ILL.—Division covers the entire Chicago and Northwestern Railroad. Meets subject to the call of Chairman. W. B. Young, Gen'l Chairman, Roscoe, Ill.; C. A. Ransom, Gen'l S. & T., Roscoe, Ill.
- NO. 77, DENVER, COLO.—Meets 2d Friday evening in each month at A. O. H. Hall, 1536 Lawrence st., Denver, Colo. L. D. Grace, Chief Tel., 354 Equitable Bldg., Denver, Colo.; C. M. Hurlbut, S. & T., Room 50, Union Depot, Denver, Colo.
- NO. 78, BOSTON, MASS.—Meets 2d Tuesday evening each month at 8 o'clock. Thomas Nelson, Local S. & T.
- NO. 80, NEW HAVEN, CONN.—Division covers the New York, New Haven and Hartford Railroad System. Meets subject to call of the various Chairmen. John Trainor, Gen'l Chairman, Myricks, Mass.; D. W. Dean, Gen'l S. & T., Box 226, Auburn, R. I.
- NO. 81, COLORADO SPRINGS, COLO.—Division covers the Colorado Midland Railroad System. Meets subject to the call of the various Chairmen. B. A. Beckenstein, Gen'l Chairman, Woodland Park, Colo.; J. C. Fritz, Gen'l S. & T., Divide, Col.
- NO. 82, NEW YORK.—Division covers the Delaware, Lackawanna & Western Railroad. Meets subject to the call of the Chairman. H. W. Raymond, Gen'l S. & T., Binghamton, N. Y.
- NO. 83, BANGOR, ME.—Division covers the Bangor & Aroostook Railroad. Meets subject to the call of the Chairman. F. B. Gallant, General Chairman, Ashland Junction, Me.; B. E. Webber, Gen'l S. & T., Old Town, Me.

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THE RAILROAD TELEGRAPHER



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No. 2

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BY THE ORDER OF
RAILROAD TELEGRAPHERS

February
1901

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THE RAILROAD TELEGRAPHER

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OF RAILROAD TELEGRAPHERS.
H. B. PERHAM, EDITOR.



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EDITORIAL

THE NATIONAL CIVIC FEDERATION CONFERENCE.

THE conference called by the National Civic Federation at Chicago on December 17th, last, to consider the matter of arbitration in labor disputes, lasted two days, and was addressed by many prominent people. The following was formulated as the sense of the conference:

"To the American People, Greeting: The conference on conciliation and arbitration, under the auspices of the National Civic Federation, animated by a desire of witnessing some practical benefits to the people of our land growing out of these deliberations, desires, in a spirit of fairness, to make a public appeal for greater sobriety of judgment on a subject of the first importance. We believe that the present time is peculiarly fitting, standing, as we do, on the border line of two centuries, to make

such an appeal, and we believe we could in no better way enjoy the last days of a dying century than by preparing ourselves for the highest duties of citizenship in the new century upon which we are soon to enter.

"While addressing ourselves, for apparent reasons, more directly to all those who are called upon to mold thought and shape public opinion, chief among which agencies are the pulpit and the press, this appeal is, however, intended for every American citizen of whatever station in life. The secret of good citizenship we believe to be the restraint which the individual can and does place upon many of his natural inclinations, while the secret of success in life is, after all, dependent upon the efforts which the individual makes to work out his own salvation, and the individual citizen is, therefore, specially urged to take personal interest in the work outlined by this conference.

"We duly recognize that unless labor is regularly employed, and has reason to be satisfied with its wages and conditions in life, we cannot have permanent peace nor substantial prosperity. We also recognize that capital must find adequate returns for its investment, if wages are to be fair and discontent is to be averted.

"To the end that tranquility in the industrial world may prevail, this conference on conciliation and arbitration would make the following recommendations to the American people:

"1. That employers and wage-earners should enter into annual or semi-annual agreements or contracts.

"2. That all industries in the United States should establish boards of conciliation within the several and varied interests, to which boards of conciliation all differences and disputes arising between employer and employe, if not really adjusted between the immediate interests concerned, may be referred for settlement.

"3. Recognizing the fact that compulsory arbitration—aside from all other objections urged against it—is not at this time a question of practical industrial reform, and, whereas, such systems of arbitration as are now in vogue do not seem to fully meet the requirements of the different interests, and, appreciating the importance of the subject,

"We, therefore, recommend that the presiding officer of this conference appoint a committee to serve for a period of one year, to be composed of six representatives of the employer class and six representatives of the employe class, these representatives to be selected as nearly as may be consistent from the different sections of the country, for the purpose of formulating some plan of action looking to the establishment of a general system of conciliation that will promote industrial peace.

"We would also recommend that this committee of twelve be given power to appoint such auxiliary committees from the industries, trades and professions as may seem best to promote the work of conciliation and education.

"We believe that this conference will have, in part, at least, failed of its mission

unless it strenuously insists that the proper time to arbitrate is not after a strike or lockout has been inaugurated, but before it has begun. We fully realize that all plans of arbitration and conciliation will be unavailing unless we are all animated by a spirit of fairness and justice, and are willing to open our eyes to such rights as belong to every citizen."

The American people, to whom this address is made, will doubtless receive it with favor because of its judicial tone and conservative action.

At this conference, employers, wage-earners and labor union representatives were present, and it is a remarkable thing to note that only one man in that large meeting raised his voice in favor of compulsory arbitration, and that was a gentleman from New Zealand, Mr. Hugh H. Lusk. It may be inferred from this that compulsory arbitration is not in line with the American Idea, and a perusal of Mr. Gompers' speech, printed upon another page, clearly sets forth the reasons therefor.

SANTA FE TELEGRAPHER DEPARTMENT DEMORALIZED.

SINCE the recent unpleasantness on the Santa Fe, the Telegraph Department on that road has become thoroughly demoralized, and "traingrams" are the popular mode of inter-communication. It is reported that it sometimes takes a train dispatcher the best part of an hour to get one of their imported men to receive and correctly repeat a train order.

Nearly all the competent and reliable railroad telegraphers in the United States are members of the Order of Railroad Telegraphers. Those on the outside are either not eligible to membership, because they have not had sufficient experience in the business, or there is objection to them on account of moral obliquity.

A few clippings from newspapers are given to illustrate the point:

"Lawrence, Kas., Dec. 14.—(Special.)—Ed Rousell, who was sent to the federal penitentiary at Leavenworth for three years on a charge of using the United States mails for fraudulent purposes, was re-

leased day before yesterday and immediately secured a position as operator on the Santa Fe at Newton, Kas. Rousell was general secretary of the Fraternal Aid, and one day enrolled a traveling man as a member. Soon afterward Rousell claimed the \$3,000 insurance, on the ground that the man was killed in a runaway in Colorado. It was proven that the man was not killed, and Rousell was convicted of fraudulent use of the mails. He was manager of the local office of the Western Union Telegraph Company, and was a well known society man in Lawrence."

"Topeka, Kas. Jan. 15.—The epidemic of grip over Kansas and Oklahoma has greatly interfered with railroad business. At many of the stations the clerical force is so badly demoralized on account of it that the agents find it impossible to make reports. The reports should have been in by the first or second of the month, and the management is particular about them. Ponca City, Okla., sent word that it was impossible to compile the report of the month's business at that city, owing to the grip."

"Oklahoma City, Ok., Dec. 30.—The new telegraph operator, who took the place of the striking operator at Norman, Ok., sixteen miles south of this place, robbed the cash till last night of \$50 and left town just before the midnight train arrived. When the trainmen sought to gain admission to the depot, they found it locked, and, upon investigation, found that the till had been robbed. The new operator had been at work only one day."

The management will have to drop being particular about reports or anything else while they employ non-union men, but their business will soon dwindle so that it will not phaze their imported help to handle it.

There are 50,256 railway stations on the railway lines of the United States, Canada and Mexico, most of them manned by union men, or those who strongly sympathize with union principles.

Their good will is a valuable asset to any railroad, and the demoralization of the telegraph service on the Santa Fe, and the causes that led up to it, will soon be known at each one of those stations, and the knowl-

edge will bring results that will serve to point a moral.

UNDUE CONCESSIONS TO UNION LABOR.

A TRADE publication that is much given to jollying millionaires and toadying to corporate interests, published an article some time ago, in which the unfairness of legislation urged upon representatives by the labor unions, was descanted upon. Since that time other and less consequential publications have taken up the cue. The *Kansas City Journal* recently published an article under this head, reading as follows:

"Labor organizations have brought about a good deal of legislation that has been beneficial to both employers and employes, securing the latter some rights to which they are entitled. On the other hand, the power of organized labor and of the labor vote in general has influenced some legislation at once unjust and unprofitable.

To the latter class of legislation belongs the proposed law, embodied in a bill introduced at Jefferson City by Mr. Bradley, of St. Francois County, the object of which is to prevent a person, a corporation, a superintendent or a foreman from discharging an employe because of his membership in a labor organization. The principle of such a law would be in direct violation of inherent rights of American citizenship—the specific right being that which every man ought to enjoy in conducting his business after his own wishes, so long as he does not interfere with the rights of others. Technically, an employe, as such, has no rights to the position he holds, except such as his employer voluntarily gives him, through contract or otherwise. This ought to be as clear as the fact that an employer has no right to demand of any man the service of an employe other than such service as the employe voluntarily pledges by contract or otherwise. Where no contract exists it should be the privilege of an employer to dismiss an employe, or for an employe to quit the service of an employer, without assignment of cause, if so desired. To dictate by law that a man may not be dismissed from service because he is a

member of a labor organization would not be less arbitrary than to dictate by law that a man, presenting certain credentials, must be employed by a corporation.

"But the terms here cited are not the extreme provisions of the bill. It is provided that the penalty for the offense named shall be a fine of not less than \$25 nor more than \$100, or a term of imprisonment of not less than sixty days, nor more than six months, or both. The plan to make the dismissal of union laborers a penal offense seems to be about the most high-minded proposition yet made in the way of union labor legislation."

It ought to be clear, even to a penny a liner, that every man has a right to belong to a labor union, and that no man has a right to discriminate against him on that account.

Such people are in favor of working people being sold out at forced sale all the time. They want the buyer of labor to set the price, and the seller to remain a dumb and obedient slave.

THE SANTA FE SCAB LIST.

THE term "Scab" is used to designate persons who worked on regardless of the fact that a strike had been called, also those who took the places of strikers while the strike was on. A more comprehensive definition is found in the following quotation from an exchange. It says:

"A scab is to his trade what a traitor is to his country, and though both may be useful in troublesome times, they are detested when peace returns by all; so when help is needed a scab is the last to contribute assistance, and the first to grasp a benefit he never labored to procure. He cares only for himself; he sees not beyond the extent of a day, and for a monetary consideration he would betray his friends, family and country; in short, he is a traitor on a small scale, who first sells his fellow worker and is afterward sold in his turn by his employer, until at last he is despised by both and detested by all. He is an enemy to himself, to the present age and to posterity."

Particularly is this true of the scabs in the telegraph business, where there are so many wrongs to be righted, and so much relief work to be done.

The recent strike of the telegraphers on the Santa Fe Railway was called by the General Committee representing the men, and duly sanctioned by the President, in accordance with the laws of the Order, and there is no valid excuse for those who ignored their obligation. Following is a list of names of persons who scabbed; those who were members of the Order will be duly expelled, and all should be shunned by good union men. The list will be added to from time to time, as additional names are reported:

Allen, R.	Davis, W. C.
Baylis, J. M.	Davis, H. B.
Banks, B. M.	Davis, J. F.
Bauman, J. E.	Dickensheets, J. F.
Barnett, C. T.	Donaldson, T. M.
Beckwith, R. D.	Dressell, A. E.
Bentley, C. E.	Edwards, Mrs. L. K.
Best, L. E.	Edwards, L. K.
Bidwell, W.	Fine, A. S.
Bond, J. D.	Finney, W. D.
Bongard, J. B.	Fisk, H. T.
Boyd, J. N.	Forsey, W. S.
Borten, W. A.	Forsythe, H. B.
Brandenburg, E. O.	Gates, A. L.
Briscoe, J. W.	Greene, T. C.
Brown, W. R.	Grisham, C. V.
Burbeck, W. L.	Hadley, William.
Budsworth, L. L.	Hallock, G. A.
Campdoras, F. R.	Hallam, C. B.
Carnine, E. E.	Haney, L. J.
Carr, L. V.	Hastings, Frank.
Chalk, G. P.	Haylow, H. B.
Clark, K. B.	Hitchcock, A. L.
Clark, F.	Hodge, J. A.
Clark, Percy.	Hoy, J. N.
Clay, W. A.	Hudson, N. J.
Clayton, W. M.	Hull, C. C.
Coats, A. J.	Hutchinson, C. C.
Conway, F. J.	Jackson, W. E.
Conaway, W. S.	James, A. K.
Cooley, Mrs. W. H.	Johnson, E. W.
Cracraft, E. R.	Johnson, O. W.
Crawford, C. S.	Johnson, H. W.
Creamer, D. A.	Johnson, T. A.
Crebbs, D. E.	John, O. M.
Crum, H. F.	Jobson, R. J.

Jones, G. W.
 Kafton, A. R.
 Keith, H. C.
 Kenny, J. D.
 Kennedy, G. C.
 Kendrick, J.
 Kersey, S. C.
 Kerr, C. I.
 Kile, A. M.
 Kingdon, F. S.
 Kirk, W. H.
 Kline, P. S.
 Kroff, H. S.
 Luke, W. E.
 Lawrence, George.
 Leffler, G.
 Londaker, H. C.
 Long, E. B.
 Lynch, J. J.
 Mahoney, Thomas.
 Mann, W. H.
 Mann, E. F.
 Martin, J. M.
 Maschal, E. E.
 Mathers, N. D.
 McCarty, J. H.
 McCarty, Earl.
 McCafferty, W. J.
 McClusky, J.
 McFadden, G. W.
 McNees, W. D.
 Mee, A. D.
 Meisinger, A. C.
 Mercer, J. A.
 Merriman, E. A.
 Miller, H.
 Miller, J. M.
 Minrow, J. N.
 Modlin, Edward.
 Monahan, H. P.
 Morrison, J. J.
 Morrison, C. H.
 Moses, W. R.
 Newman, H. J.
 Nicholson, O. M.
 Nicholson, A. C.
 Nicholson, J. A.
 Nicholson, A. P.
 Norton, R. O.

Northcott, C. C.
 Olinger, Elmer.
 Onderkirk, O. O.
 Parimeter, W. B.
 Parker, J. B.
 Parker, W. J.
 Pate, T. W.
 Peal, C. E.
 Pearce, R. W.
 Pease, W. B.
 Pettygrove, G. L.
 Pickford, John.
 Prince, Al.
 Rhodes, J. H.
 Rhodes, W. H.
 Ridgway, A. D.
 Scott, T. J.
 Schaefer, F. W.
 Seely, R. M.
 Sheeley, J. H.
 Shomber, E. M.
 Smith, F. H.
 Speer, O. M.
 Staufer, L. E.
 Steinhart, A. N.
 Stevens, J. T.
 Stevenson, S. C.
 Strickland, F. L.
 Sullivan, H. E.
 Taylor, S. L.
 Tarr, W. A. L.
 Terry, G. C.
 Thompson, J. A.
 Ticknor, Charles.
 Tiffany, O. E.
 Turner, A. N.
 Udell, H. G.
 Waddle, C. F.
 Walsh, E. T.
 Watts, D. O.
 Watkins, C. W.
 Webb, C. C.
 Wilcoxon, J. F.
 Williams, L. F.
 Wilson, J. C.
 Woodard, W. E.
 Wolfe, J. F.
 Yates, J. C.
 Zeus, Otto.


known to the telegraphic world as Howard B. Forsythe. He was one of the first to join the Order on that road, and at different times has held the position of Secretary and Treasurer and Chief Telegrapher of local divisions, and later was Chairman of a Local Board of Adjustment. He was employed as telegrapher at Emporia, Kas., when the strike took place, and, instead of doing what was expected of him, he went over the Middle Division with officials in a special car, and urged the boys to stay at work. It is said that he is now slated for a position as train dispatcher at Emporia. Esau sold his birthright for a mess of pottage; this individual bartered honor and all that is dear to mankind for the doubtful privilege of dispatching trains, but perhaps he knew his true value better than others.

NOTICE, MICHIGAN TELEGRAPHERS!

You are requested to urge the State Representatives of your respective districts, by petitions and individual letters, to support the bill which is being prepared by Representative Neal, of Wayne, providing for a board to examine railroad telegraphers and license them.

The bill will prove of inestimable value to the profession, as well as to the traveling public and trainmen. Give it your immediate attention and hearty support.

ACTIVITY IN THE ORDER.

 HE Order of Railroad Telegraphers is apparently the most active of all the railway labor organizations. It occupies a field in industrialism peculiarly its own, and it can be said truthfully that it is in nowise neglecting its opportunities. It enjoys the reputation of never flinching from a fight, and never going back on a friend, two qualities that should recommend it to those who need the assistance of an organization.

The condition of the telegraphers had deteriorated to such an extent under the individualistic plan, with its insidious sliding scale of wages and questionable plan

One of the most obnoxious cases in the foregoing list is that of Forsythe, H. B.,

of promotion, that it required tremendous efforts to put it back on the plane that the business formerly occupied, but the Order has been successful in doing this wherever it has received the loyal support of the telegraphers. It has shown by practical demonstration that organization is the cure for all the evils that telegraphers have suffered from, and if the unorganized do not take advantage of its beneficent influences they can blame nobody but themselves for the indignities that have been heaped upon them in the past, and doubtless will be heaped upon them in the future.

That telegraphers are becoming more cognizant of the truth may be inferred from the steady growth of the Order, regardless of its ups and downs, and their increased activity.

The advent of the new year seems to have stirred them afresh, for, on January 10th, a new Local Division of the Order was established at St. Louis with about seventy-five members present at its inaugural, and it is safe to say that it will soon have over a hundred members inscribed upon its roster. On January 27th a new local was established at Camden, N. J., with a large charter membership. On January 28th a new local was established at Trenton, N. J., and on January 30th another one was instituted at Altoona, Pa. A full account of the institution of these Divisions will be found in the Fraternal columns. If this kind of work was to be kept up for the balance of the year it would organize the telegraphers to the tune of one hundred per cent.

REQUIESCAT IN PACE.

HE remains of our late comrade, Mortimer D. Shaw, have been removed from the St. Louis potters' field, and transferred to the cemetery at Sumner, Ill. That little town was poor Mort's home place, and he now rests beside his parents, an arrangement that would have suited his ideas on the subject to a nicety. His sisters, who live there, are deeply grateful to the telegraphers for their foresight and kindness in the matter. And the fraternity can rest assured that the grave will not suffer from neglect.

The telegraphers of the St. Louis Western Union office had charge of the transfer, and Mr. Alex. Frazier accompanied the remains to Sumner.

The fund already collected amounts to \$120.40, from all sources, out of which \$74.45 has been disbursed, leaving \$45.95 to apply on the monument, which will be contracted for as soon as some money promised has been collected.

Amount collected through THE RAILROAD TELEGRAPHER, and previously reported

Received since—

D. H. Williams, Crested Butte...	1 00
J. O. Boyle, Crested Butte.....	1 00
J. H. McLean, St. Louis.....	1 00
Commercial Telegraphers	61 50

Total\$123 40

The subscription for the Monument Fund is not yet closed, as a little more money is needed.

Editorial Notes

"Thus you toil, not for yourselves."

Members who have preserved their file of THE RAILROAD TELEGRAPHER for binding purposes, can get an index for the 1900 volume by applying to the Editor.

The Department of Labor for Canada issues a monthly publication entitled *The Labor Gazette*. As its title implies, it gives all the salient features in labor news of the Dominion each month. Its publication was ordered by Parliament. It is printed in both the English and French languages, and the

subscriber can have whichever he orders. It costs but 20 cents per year. This indicates the progress being made by the labor reform element in Canada.

Mrs. Carrie Nation, "SS.," of Kansas, has started in to reform the world along the lines laid down by the Chinese Boxers—talking all night and fighting all day. More power to her elbow.

The General Committee of the Norfolk & Western Railway have been successful in securing an adjustment of all their difficulties recently. A group picture of the committee will be found on another page.

This number of THE RAILROAD TELEGRAPHER goes to all members who have paid their dues to December 31, 1900. The March number will be mailed only to those members who have paid their dues to June 30, 1901.

The revenue for advertising account of THE RAILROAD TELEGRAPHER for the year 1900 exceeded that of the previous year by \$889.66. A very creditable showing. The revenues for the year 1901 can be materially increased if members will mention this publication when corresponding with advertisers.

A series of articles under the caption "The Conspiracy of Capital," by Clinton

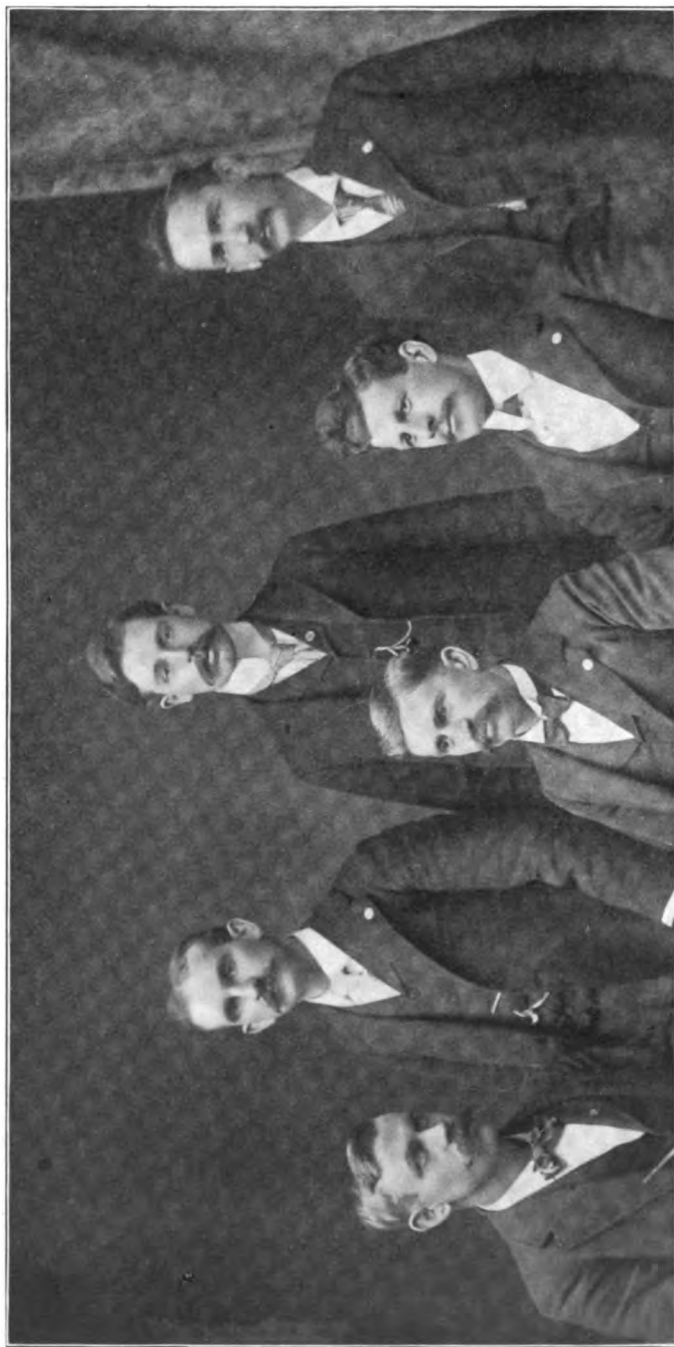
Bancroft, is commenced in this number, and will be continued until the story is told in its entirety. Every telegrapher, whether in commercial or railroad service, organized or unorganized, working or out of a job, will find these articles of deep interest.

The passenger agents of three different lines of railroad have been accused of sending Christmas presents, consisting in some cases of annual passes, in others a barrel of apples, and in one instance a \$5 umbrella, to each ticket agent who had sold tickets from foreign points along their line. This method of beating the commission agreement is unique, and shows what an irksome arrangement it is for some of them.

An inquirer wants to know whether telegraphers working jointly for railroad and commercial telegraph companies ever receive corrections showing that they have over-remitted for commercial business. There is no record of such a case. As a rule telegraphers are held responsible for remitting short, and for every cent they ought to have collected, but failed in doing so, but if they over-remit the amount is credited to postage account.

The advantage of such an arrangement is, of course, all on the company's side, and the poor telegrapher gets the worst of it. But then the company made the arrangement, and did not have to consult the men.





W. A. T. Overstreet.
H. C. Calloway.
C. E. Layman.
C. W. McCoppin.
W. H. Kirchmier.
R. J. Hamrick.
GENERAL COMMITTEE NORFOLK AND WESTERN RAILWAY.

PERSONAL MENTION

BORN.—To Bro. and Mrs. J. E. Blackford, of Wheatland, Cal., a fine ten-pound O. R. T. boy, on December 2, 1900.

BORN.—To Bro. T. O. Lightcap and wife of Junction, N. J., a ten-pound O. R. T. boy, on January 20, 1901.

BORN.—To Bro. and Mrs. E. E. Rogers, of Middletown, Va., a fine twelve-pound O. R. T. boy, January 13, 1901. Both doing well.

MARRIED.—On January 20, 1901, Bro. H. E. Regensburg, of Long Island City, N. Y., and Miss Helen Paskosky, of Egg Harbor City, N. J., were joined in the holy bonds of matrimony. Bro. Regensburg is Secretary and Treasurer of New York Division No. 44. The telegraphers extend congratulations to the happy couple.

MARRIED.—At the home of the bride's parents, Bro. Frank W. Aiken, of Graneros, Colo., to Miss Mary Richie, of Swallows, Colo., at high noon, Wednesday, January 23d, the ceremony being performed by the Rev. J. W. Bruton, the good chaplain of the D. & R. G. Railroad. Bro. Aiken is the genial agent at Graneros for the D. & R. G. and C. & S. Railways, and the bride is the acknowledged belle of the Arkansas valley. The fraternity and Capt. Tuttle extend congratulations and best wishes.

DIED.—The beloved wife of Bro. H. V. Johnson passed away at her home, New Paris, Ind., on the evening of November 13, 1900. Bro. Johnson is a member of Southern Pacific System Division No. 53, located at Willcox, Ariz. The telegraphers desire to express their sympathy and condolence to the bereaved brother.

DIED.—Bro. D. D. Quinn died at Galveston, Texas, on December 29, 1900, from the effects of typhoid fever. He was an at-

tached member of the Grand Division, and went through all the troubles in Cuba, being a member of the Fourth Volunteer Signal Corps. He was born at Iuka, Ill., January 7, 1878, and was well-known to the telegraph profession. The condolences of the telegraph fraternity are extended to his bereaved parents.

WANTED.—Present address of H. M. McBeath and D. M. Buchanan, formerly of Horace, Kas. If you see this, write me quick. J. R. M. Line, Colo.

WANTED.—Present address of T. Henry Line, last heard from in California. Please write his sister, Mamie Line Buidy, 579 Bergen St., Brooklyn, N. Y.

WANTED.—Present address of J. O. Boyle. If you see this, B, write; important.
W. H. C.,
care Postal Telegraph Co.,
Texarkana, Ark.

WANTED.—Present address of Bro. E. F. Dailey, last heard from at Commanche, Tex., about Christmas. His brother anxious.
L. STEVENS,
Valley Park, Mo.

WANTED.—Present address of T. D. Coder, last heard from was working nights at Idaho City. "Kid," if you see this, write me.
C. W. SWINEFORD,
Ashland, Ore.

WANTED.—Present address of Alexander Adams, a machinist. Last heard from was working at the Southern Pacific Company's machine shops at Ogden, Utah.

H. B. PERHAM,
G. S. & T., St. Louis, Mo.

BRO. S. S. COMER is now General Secretary and Treasurer of Santa Fe Division No. 23. Correspondence and remittances

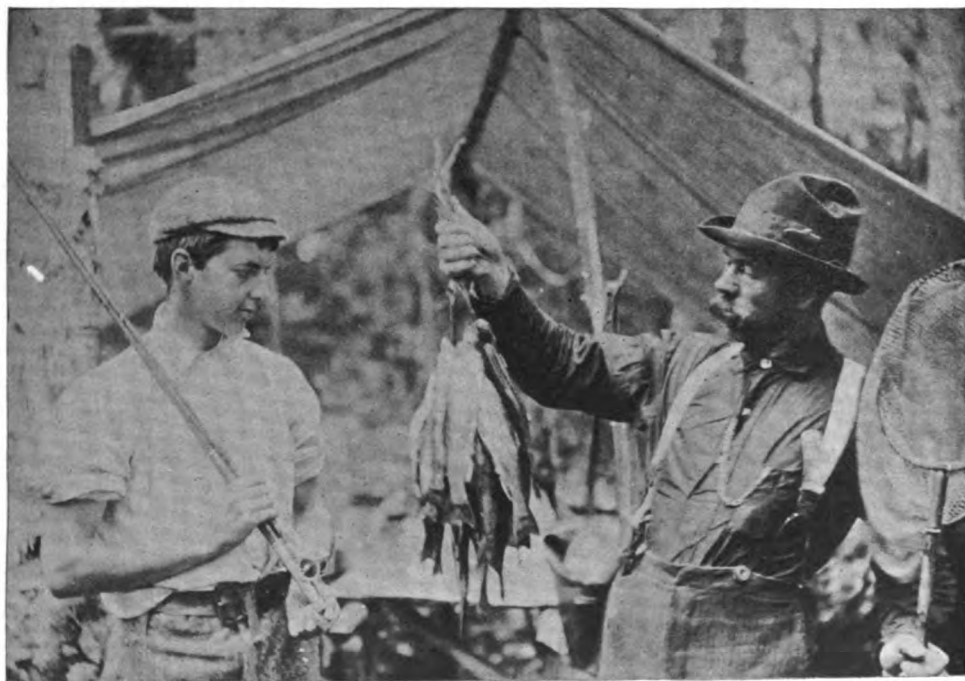
should be addressed to him at 917 Fullerton Building, St. Louis, Mo.

NOTICE.—To all who may wish to interest themselves in a movement having for its object an easier and more satisfactory method of applying for and securing bond, and especially for restoring of bond to those rejected, communicate with Certificate 254, Lime, Colo.

DENVER P. DAYTON, of Danby, Cal., a prominent member of Division No. 23, who was persecuted by the Santa Fe people for using vigorous treatment on scab tele-

graphers, has been cleared of all the charges against him. He has the felicitations of the entire fraternity.

BRO. R. D. FRANCIS wishes to tender his most sincere thanks for the timely financial aid given him by members and friends of St. L. & S. F. System Division No. 32, on account of the loss of his household goods by fire at the time of the burning of Tusahoma Depot, December 19, 1900. The help from the boys was a very agreeable surprise, as he knew nothing of the movement until the remittances began to pour in.



A MOOSEHEAD LAKE CATCH.
(Courtesy of the Bangor and Aroostook Railroad.)

Cleanings

He who climbs needs watch where the ladder ends.

* * *

The Iclander believes that whistling is as sinful as profanity.

* * *

No man is so bright that he requires to be looked at through smoked glass.

* * *

The man who is waiting for something to turn up is generally turned down.

* * *

The way to get as rich as you can is to make other people as poor as you can.

* * *

Many of the Italian railroads are to be shortly transformed to the electric system.

* * *

The union barbers of Philadelphia are jubilant over their success in winning every case tried in court in their Sunday closing crusade.

* * *

St. Petersburg is to have a publishing house to be run by women chiefly, which will make a specialty of bringing out books by women.

* * *

Companies capitalized at \$2,415,423,500 were formed in the United States last year. A portion of this amount is said to represent actual value.

* * *

So poor is the spelling in some of the Chicago schools that a return to the spelling methods of the country schools of two decades ago is earnestly advocated in that city.

* * *

A bill providing a penalty of 25 years' imprisonment, or a fine of \$5,000, or both,

for the crime of train robbery, has been favorably reported to the United States Senate.

* * *

Street car men of Scranton and Wilkes-barre, Pa., have been successful in establishing the nine-hour work day, and in increasing their pay three cents an hour. So much for organization.

* * *

Victoria, Australia, has built seven local railways on the co-operative principle. The railways were estimated for by contract of \$2,700,000, but, by working the co-operative principle, they were completed for \$1,260,500.

* * *

In Salt Lake, Utah, a number of street cars are being provided with letter mailing boxes. These cars will stop at certain points, and letters placed in the boxes are removed by messengers in time to catch the mails.

* * *

Altoona (Pa.) iron works have given notice that puddlers will be reduced from \$4.25 per ton to \$3, and all muck roll hands correspondingly. Altoona bosses claim price of bar iron is low, and that all Eastern mills are quietly cutting wages.

* * *

Fees to waiters and porters have been officially pronounced legitimate expenses of United States Government officers while traveling, with the exception of "tips" to stewards and others on naval vessels or army transports owned by the government.

* * *

Twenty girls employed in the Gendren wheel works at Toledo, Ohio, struck against a cut of fifty per cent in their wages. The girls cannot be accused of voting for a

"full" dinner pail, but it looks as though they were likely to get something of that sort.

* * *

The telegraph poles along the Savannah & Statesboro Railway in Georgia are growing. They are made of cypress and must have been planted with the roots. They are sprouting at the top, and serve a double purpose. They are shade trees as well as a support for the wires.

* * *

Seventeen hundred employes of the Continental Tobacco Company, at Louisville, Ky., are on strike for an advance in wages, and a modification of the rules under which they labor. The wages of the tobacco workers are far from what they should be, thanks to the tobacco trust, and it is earnestly hoped that the strikers in this instance will be victorious.

* * *

There is a story to the effect that some of the Japanese labor which the Great Northern Railway has been trying during the past year, has proved unsatisfactory. Some Japanese sent to put the President's private car in order, are reported to have iced the stoves, instead of the chests, and flooded the car by turning the watering hose into the coal boxes instead of into the water tanks.

* * *

A New Orleans paper contains the suggestion of an electrical engineer that train robbery would be rendered less easy a task were means provided for the instant extinguishment of the lights in a train in case of alarm. "Because many outlaws would be necessary to guard the exits, and because the light the robbers would find necessary to use in passing through the train would make them a conspicuous target for armed employes and passengers." The suggestion seems worthy of consideration, for either gas or electric lights can be easily cut off in case of alarm.

* * *

The total number of newspapers of all kinds published in the world is 42,800. The United States comes first, and far in advance of all countries, with 19,760 papers, and Great Britain next, with 6,050. In

Russia there are only 743 newspapers, or 1 to every 170,000 people. *Le Petit Journal*, of Paris, has the largest daily circulation in the world, averaging 1,000,000 copies; the paper which has the smallest is the *Imperial Review*, published for the sole benefit of the Emperor of Austria. It is made up from translations of all the principal items in European papers, and the daily edition is three copies.

* * *

Under the patronage of the Emperor of Germany, experiments will be undertaken during the present year to establish a high-speed electric service on the military line between Berlin and Zossen, on which it is hoped to establish the feasibility of a speed of 200 to 250 kilometres an hour. Siemens & Halske and the Allgemeine Electricitäts Gesellschaft are each building an experimental car. The Emperor is said to be convinced of the efficiency of electric service between Berlin and the other German and European capitals, and has ordered the State Departments to assist in the experiments as far as possible.

* * *

John Burns, who represents labor in the English Parliament, is a descendant of Robert Burns, the poet. He will introduce a bill to tax land values in the present session. John Burns is a Scot, though born in London. He has educated himself, and worked himself up from being a working engineer to his present position as one of the most trusted and most generally respected public men in England. As a labor leader, he is perhaps the most influential in the world. He is a born orator, and a clear and honest thinker, and no man in the House of Commons is listened to with greater respect by all parties.

* * *

The first portion of the great Trans-Siberian Railroad, from Chelyabinsk to Omsk, 492 miles, was opened for traffic in December, 1895; the second, from Omsk to Ob, 388 miles, in 1896; the third, from Ob to Krasnoyarsk, 476 miles, later in the same year; the fourth, from Krasnoyarsk to Irkutsk, 672 miles, in August, 1898. Thus the rail-head reached a point 3,371½ miles east of Moscow, and as the train had also

reached Khabarofsk, on the Amur, from Vladivostock, the eastern terminus, a distance of 475 miles, in the same month and year, a total of 2,503 miles of railway had been laid and opened for traffic in seven years.

* * *

Members of the German Reichstag receive no money. The various states composing the German empire pay their lawmakers, however. The highest wage is paid in Prussia—15s a day. Saxon M. P.s get 12s, those of Baden the same amount, and Bavarian legislators 10s a day. Country members of the Saxe-Coburg Diet receive 13s a day. On the same principle the lawmakers of Hesse, who live in Darmstadt, receive no pay, but country M. P.s get 9s a day. In addition to these money payments, nearly all M. P.s possess other privileges. Free use of the state railways or traveling at a reduced fare is the rule.

* * *

The following advertisement appeared in the *Indian Telegraphist* for November, 1900. Note the salaries offered:

Required for the Cape Government Postal Service, good Morse sounder clerks, with an average speed of not less than 30 words per minute. Applicants must be single and not more than 25 years of age, and must bear good character. *The appointments are permanent.* Salary £120 to £145 per annum, with an annual increase of £21-10s or £15, according to class. Free second-class passage out on signing for two years. *There is a pension fund.* Letters of application must be addressed to Messrs. Preece and Cardew, 13 Queen Anne's gate, London, S. W.

* * *

Old Mother Earth herself is not so emulous of abnormal speed. In spite of fret and fume, the rushing and scurrying of her impatient children, she still declines to be hustled and insists on taking twenty-four hours to turn round in. Yes, and so long as it takes 365 days to go round the sun, spring and summer, autumn and winter will succeed one another at exactly the same space for all one's hurrying. The seed will sprout no quicker and the fruit take just as long to ripen; and so it is with the

harvests of our mortal life. There, too, nothing can be rushed or hastened; nothing really worth having can be got in a hurry. All thorough knowledge, all solid achievements, all deep affections are the growth of years.—*Sir Alfred Milner.*

* * *

Little has been said, and probably as little thought, of the beneficent work done by the railroads in aiding and promoting the measures set on foot for the relief of stricken Galveston. Thousands of refugees from the city received free transportation to any part of the country, and immense quantities of supplies were rushed forward without charge. This ready response to the cry of human needs characterized all the great railway systems of the country, the express, telegraph and telephone companies. The cash value of the services thus rendered is as impossible to estimate as the amount of human suffering and misery they helped to alleviate.

* * *

According to the *Scientific American*, Dr. Ormondy has discovered a process of brick manufacture by which the immense heaps of spent sand and refuse glass with which all glass works are surrounded may be converted into serviceable building material. The new process is said to be economical and cheap, and to furnish bricks having many advantages over those at present in general use. The amount of waste material available for this purpose may be judged from the fact that at the glass works of Pilkington Bros., in Great Britain, there is an accumulation of this refuse of over 1,500,000 tons, and the pile is now being added to at the rate of 1,200 tons a week.

* * *

We have from a source whose authenticity cannot be doubted, no less than United States Labor Commissioner Carroll D. Wright, that two hours and quarter daily toil by each able-bodied man, if systematically applied, would produce all the food, clothing and shelter required by the people of this nation. When we look about us and see the thousands of men, to say nothing of women and children, working eight, ten, and some of them twelve, hours a day

part of the year, altogether idle a portion of the time, we think we can gain a slight idea both of the great amount of the cross-purpose work and ill-spent energy, and as to the intolerable number of drones which the workers are forced to support.

* * *

The Progressive Mill is perhaps the busiest institution in San Francisco at the present time. Several teams are loading and unloading material and lumber from 8 o'clock in the morning until 5 in the evening. The unions are voting more money in order to increase the working capital of the mill. The Cement Workers, at their last meeting, decided to place another \$500 for the use of the mill, and the Labor Bureau Association, at its meeting Wednesday, came forward with \$300. The mill is doing a large business, and that necessitates a large working capital, but the money is forthcoming, and the result is that the demand for eight-hour mill material is being met, and the lockout is, or will be very shortly, something of the past.—*Organized Labor.*

* * *

The value of the collection in the "gold room" of the Metropolitan Museum of Art at Central Park is estimated at \$500,000, and they are protected by a most admirable series of burglar alarms. On Sundays and holidays the room is not open, owing to the fact that the large crowd which would attend would prevent the seizing of vandals or thieves. The visitors are carefully watched, and if any one acts suspiciously he is followed until he has left the building. The rooms are constantly patrolled, both day and night. The entrance to the gold room is guarded by two men, and each individual object which is valuable is connected with a burglar alarm, as well as the

cases themselves. The wires run direct to the office of the director, and if any article is disturbed the iron doors of the rooms are at once closed, thus catching the thief in a trap. The device is tested at intervals, to make sure that the door-closing mechanism is in perfect order.

* * *

The American Telephone and Telegraph Co. (the present Bell Company) have purchased from Prof. Pupin, of Columbia College, all the rights to the invention whereby telephoning between America and Europe is made possible and the cost of land lines enormously reduced. The purchase price is stated to be \$200,000, and an annual salary of \$7,500 a year, which indicates the confidence shown in the invention. The telephone company is now preparing plans and estimates for a line to Europe, as tests covering the period of a year have demonstrated the possibility of the project. Prof. Pupin states that "the idea not only makes an ocean telephone possible, but it will save a fortune in the construction of long-distance land lines. The process will effect a saving of \$120,000 on each land circuit between New York and Chicago. The saving on every 1,000 miles of land circuit will be in equal proportion to that between Chicago and New York. The problem I had to solve was to reduce the 'capacity' so that a message could be transmitted. The slowness of transmission was due to loss of energy by conversion into heat and otherwise. The puzzle was to preserve this energy. By mathematical calculation I demonstrated that this could be done by means of a 'choke' coil placed at intervals along the line. These choke coils are of wire around a coil of metal. On a cable line they should be at intervals of an eighth of a mile; on land lines at intervals of a mile."



MISCELLANY

THE NORTHERN PACIFIC AGREEMENT.

THE telegraphers employed, upon the Northern Pacific Railroad have obtained a new agreement from the company, which became effective on the 1st day of January, 1901. Following is a copy of the document:

Rule No. 1. Any employe performing the duties of telegrapher, excepting dispatchers, at any regular telegraph station, whether termed "telegrapher" or "agent and telegrapher," or otherwise, shall be considered a telegrapher.

Rule No. 2. All employes in telegraph service will be regarded as in line for promotion, advancement depending upon faithful discharge of duty and capacity for increased responsibility, when seniority will govern, except in case of promotion to dispatchers' positions, which will be at the discretion of the company. Seniority will date from time telegraphers last enter telegraph service under pay. Telegraphers reinstated at any time within six months after being discharged shall resume the seniority rights held prior to such discharge. Service list will be maintained for each division for the purpose of establishing record as to seniority. These lists will be maintained in the offices of the Division Superintendents, also in the office of the Superintendent of Telegraph at St. Paul. The offices, the rolls for which are made in the office of the Superintendent of Telegraph, will be considered as a unit in connection with promotions. Telegraphers transferred from one division to another will rank from date of transfer on seniority list of the division to which transferred, except where two telegraphers

may agree to exchange rights, in which case they may, with the approval of the company, transfer with each other, each taking the seniority date of the other.

Rule No. 3. The claim of any telegrapher for promotion, whether he has previously filled the position of agent or not, will be considered. Seniority and ability to fill the position claimed will determine the selection. Telegraphers will not be required to accept promotion when vacancies occur, and non-acceptance will not involve forfeiture of seniority rights. When positions or stations are closed, the incumbents thereof will have the right to any positions on the division where located, at that time filled by telegraphers who are their juniors in the service. The proper officials of the railway company will determine the fitness of telegraphers to fill all positions in the Telegraph Department, but any telegrapher feeling aggrieved on account of such decisions shall have the right to appeal to higher officials in regular order.

When necessary to reduce the number of telegraphers on account of decrease in business, they shall be laid off according to seniority list taken in inverse order. Telegraphers, when laid off on account of diminution in business, will be given preference when force is increased, when immediately available.

Rule No. 4. No telegrapher will be dismissed from the service of the railway company without fair and impartial hearing (unless such hearing is waived), at which he may be present if he so desires, and also be represented by any disinterested employe of his choice. If suspended, pending investigation, such investigation must be held within fifteen days from date of suspension.

If the charges be not sustained, telegrapher suspended will be reinstated and paid for all lost time. If dissatisfied with the result of the investigation, the telegrapher may appeal, without prejudice, to the higher officials in regular order.

Rule No. 5. Telegraphers will not be required to work on Sundays or holidays except when absolutely necessary to protect the company's interests.

Rule No. 6. Telegraphers will be required to keep the interior of stations and the platforms pertaining thereto, in neat condition, except where warehousemen and helpers are employed, when these duties will devolve upon the latter. Telegraphers will not be required to do any work, other than the ordinary duties of an agent, outside of station buildings, except as above stated, save at points where no sectionmen are located. At such points they must care for switch lamps, and at all points, in case of the extinguishment of switch lamps, telegraphers must light them or notify the proper employe that they require attention.

Rule No. 7. Telegraphers securing employment with the company will be required to submit for investigation service records, letters of recommendation, and such other papers bearing on the subject as they may have, together with copies of the same, and, within sixty days after the date of their employment, the company will return to them all original documents, retaining the copies. Telegraphers leaving service will receive clearance cards, stating term of service, capacity in which employed, character of service rendered, and reason for leaving.

Rule No. 8. Telegraphers transferred from one station to another, under orders, including transfers for promotion, shall receive pay for time lost in transferring, on basis of rate of pay of position vacated; also free transportation for themselves, dependent members of their families, and household goods. When transfers are made for the accommodation of telegraphers, no compensation will be allowed for time consumed in making such transfers.

Rule No. 9. At the main offices at St. Paul, Duluth, Fargo, Dickinson, Billings, Helena, Spokane and Tacoma, where there

are more than three telegraphers employed, also the Portland V office, eight and one-half hours' time, actual service, will constitute a working day; overtime on the basis of eight hours per day; at offices where there are three operators employed, ten hours' actual service will constitute a working day; overtime pro rata. At other offices, twelve hours, with sixty consecutive minutes for one meal, between the hours of 11 a. m.—2 p. m., or 11 p. m.—2 a. m., will constitute a working day, except at stations where business is light and a split trick is desirable, when ten hours, in two tricks, will constitute a working day. If telegraphers are required to remain more than twelve consecutive hours, as above provided, they will be allowed overtime pro rata. If a telegrapher is called for extra service of any character, he will be allowed not less than one hour's overtime at a minimum of thirty-five cents for the first hour; additional time after the first hour to be paid for on the basis of his salary. If pro rata salary basis is more than thirty-five cents per hour, it will apply to first and subsequent hours. In computing overtime, less than thirty minutes will be neglected; thirty minutes, or less than one hour, will be considered an hour.

Rule No. 10. Overtime will not be allowed unless overtime tickets are mailed to the Superintendent, as above provided, within 24 hours from time service is performed. Telegraphers will be notified when overtime is not allowed as per overtime tickets. In case a telegrapher believes his allotment of hours under above rule is not proper, he will have the right, without prejudice, to appeal to the Division Superintendent and to the Superintendent of Telegraph, whose ruling shall be final.

Rule No. 11. If in case of emergency it is impracticable to allow a telegrapher sixty consecutive minutes on twelve-hour tricks, for one meal during working hours, as provided in Rule No. 9, it shall be considered as overtime, for which he is entitled to compensation on the regular basis.

Rule No. 12. Telegraphers held for service, but not assigned, shall be paid on the basis of the rate that attaches to the position to which they are ultimately assigned.

Rule No. 13. Telegraphers will be allowed at least eight consecutive hours' rest within each twenty-four at stations where one telegrapher is located; at least ten consecutive hours' rest each twenty-four hours at stations where two telegraphers are located, and at least twelve consecutive hours' rest each twenty-four hours at stations where three or more telegraphers are located, except in case of wrecks, washouts or other emergencies; the twenty-four-hour period to begin at the time service is first commenced on each date. Telegraphers who consider themselves overworked will state the facts to the Division Superintendent.

Rule No. 14. All charges against telegraphers, and all complaints by telegraphers, of improper and unfair treatment, shall be made in writing.

Rule No. 15. Telegraphers attending court, or detailed on any other business for the company, shall receive compensation at the same rate as if in regular service, and if away from home \$2 per day for expenses. If attending court, time and expense to be certified by the company's attorney.

Rule No. 16. If a meeting with the general officers is desired a written notice must be forwarded to the Superintendent of Telegraph fifteen days before the date at which conference is desired, and date and time will be fixed as soon as practicable.

M. C. KIMBERLY,

General Superintendent.

O. C. GREENE,

Supt. Telegraph.

Approved

J. W. KENDRICK,

Second Vice-President.

THE CLEVELAND TERMINAL AND VALLEY RAILROAD SCHEDULE.

BY request of the membership interested a copy of the schedule recently secured by the telegraphers employed on the Cleveland Terminal and Valley Railroad is presented. This road is part of the B. & O. System, and the schedule is similar to the one now in effect on the B. & O., with a few minor exceptions. The Board of Adjustment consisted of Bros. T. R. Morris, Chairman; F. L. Rowles and W. McDiarmid, who acted under the supervision of General

Chairman E. N. Vanatta. The minimum salary is not as much as expected, but it makes a fair basis to start from. The schedule reads as follows:

The following rules and rates of pay will govern employes of this department. When new duties are added to positions already existing, compensation will be fixed commensurate with the additional work to be performed:

Article 1. Employes required to perform telegraph service of any character or duration will be considered "telegraphers" within the meaning of this schedule.

Article 2. Telegraphers will not be dismissed without an impartial trial, except they waive same. If suspended, pending an investigation, it will be held within ten days from date of suspension. When not at fault, as charged, they are to be reinstated and paid for their lost time. When an investigation results unfavorably to an employe, the right to appeal to the higher officials of the company, in person or through a committee, is conceded. A written statement giving results of the investigation will be furnished the employes affected.

Article 3. Telegraphers are in line of promotion, their advancement depending upon a faithful discharge of duty and their capacity for increased responsibility. When ability and character permit, seniority will have preference.

Article 4. When, from any cause, a permanent reduction of force is made, the employes thereby relieved will be placed upon the extra list and be given the first vacancies in accordance with their competency and seniority.

Article 5. An employe of the company (to be designated by the telegraphers), will be furnished seniority lists embodying the operators employed.

Article 6. Telegraphers wishing to exchange positions may do so with the approval of the proper officers of the company.

Article 7. Telegraphers are not required to accept promotion when a vacancy occurs.

Article 8. The proper officials of the railroad company will determine the fitness of telegraphers for employment or advancement. An employe dissatisfied with an adverse decision has the right to an appeal,

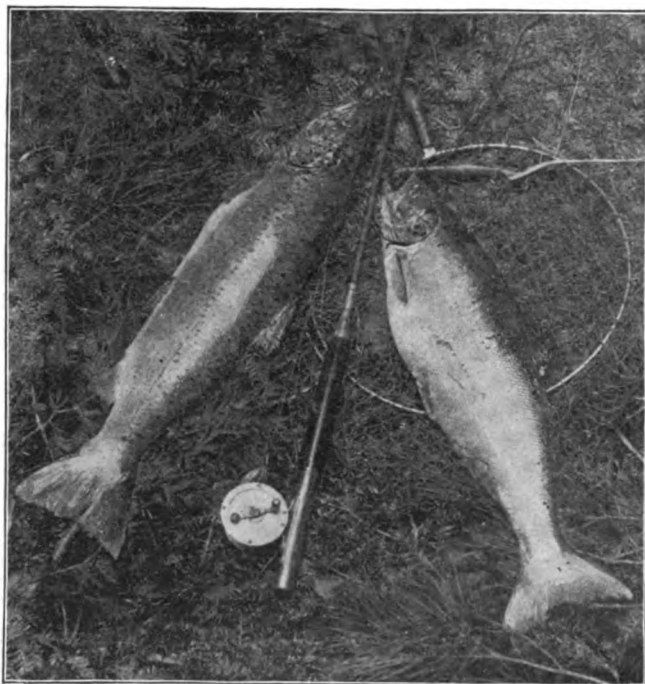
either in person or through a committee of employes, to the higher officials, up to and including the Vice-President.

Article 9. The claim of a telegrapher for promotion to an agency, who has not previously filled the position of an agent, will be considered, seniority and ability to fill an agency to determine the selection, the General Superintendent to decide the matter.

Article 10. Telegraphers who are dismissed from the service of the company,

putting overtime, thirty-five inminutes and less than sixty minutes will be considered one hour; less than thirty-five minutes will not be counted. Overtime will not be allowed unless overtime tickets are mailed to the proper official within forty-eight hours from time of service. Telegraphers will be notified within five days when overtime is not allowed as per overtime slips.

Article 12. At offices where a day operator only, or one day and one night operator



SPECKLED BEAUTIES FROM MOOSEHEAD LAKE.
(Courtesy of the Bangor and Aroostook Railroad.)

and reinstated within six months, will have all the rights and privileges enjoyed before dismissal, and will be given a position according to seniority, which may have been vacant and filled during the time of their absence. Telegraphers who leave the service voluntarily will, when re-employed, rank from date of re-employment.

Article 11. The term "overtime" is understood to mean hours worked in excess of the regular stated hours, and will be paid for at the rate of twenty cents per hour. In com-

are employed, twelve consecutive hours, including meal hours, will constitute a day's work. Whenever practicable, time for dinner and for a night meal will be allowed by the dispatcher.

Article 13. Relief telegraphers will receive the same salary as the men they relieve.

Article 14. Telegraphers performing duty at wrecks, wash-outs and similar points, will receive pay at the rate of \$2 per day of twelve hours; six hours and thirty-five min-

utes to constitute a day's work, less than that one-half day.

Article 15. Telegraphers summoned for service outside of regular hours, after being excused by the train dispatcher, or leaving the office for the day, will be allowed thirty cents for the first hour or fraction thereof. If held on duty over one hour, regular overtime will be allowed, as per Article 11.

Article 16. Telegraphers transferred from one station to another by order of the company will receive pay for the time lost in transferring, free transportation for themselves, dependent members of their families and household goods.

Article 17. A telegrapher attending court on business of the company will be allowed the stated salary and necessary expenses while away from home.

Article 18. The minimum pay of telegraphers on the line of the Cleveland Terminal & Valley R. R. will be \$40 per month.

Article 19. Telegraphers are not prejudiced in being members of any fraternal labor organization, or by serving on any committee, or on a board of adjustment. When possible with good service, leave of absence will be granted them and transportation furnished to any point on the system at which they are to convene.

Article 20. Telegraphers are not required to attend switch lights at points where there are other employes available for that duty. When so required, they will receive a minimum rate of \$2.50 extra compensation per month.

Article 21. All telegraphers will be furnished by the company with a copy of this schedule, and all further amendments and supplements thereto.

Article 22. The scale of wages hereto attached and made a part of this agreement shall be in effect from December 1, 1900.

Article 23. The parties to this agreement hereby jointly agree to give thirty days' notice in writing to each other of a desire on the part of either party to deviate from any part or terminate it as a whole.

Accepted for the Cleveland Terminal & Valley Railroad Company:

J. T. JOHNSON,
General Superintendent.

CHARLES SELDEN,
Superintendent Telegraph.

Accepted for the telegraphers of the Cleveland Terminal & Valley Railroad Company:

T. R. MORRIS,
Chairman of Committee.

Approved:

F. D. UNDERWOOD,
Vice-President.

THE RISE AND GROWTH OF WEALTH.

BY E. BENJ. ANDREWS, LL. D.

WE have glanced over nearly the entire economic history of mankind to the beginning of the nineteenth century. The reader must remember that in so rapid a review the picture which we have been able to present of any given era has necessarily been most indefinite. We could only draw outlines; we could simply touch and pass on. Especially meager is our account of the later stretches in this economic march. Do not think that agriculture was ever the same thing in all nations or that a commercial nation here must have proceeded precisely like a commercial nation there. Do not fancy that peoples have ever leaped from one fashion of industrial life to another in an instant or with anything like clear consciousness of the change. Remember that a century might elapse in the history of a land wherein it would puzzle the wisest to determine whether its primary industry was this or that. Contiguous districts have flourished upon different lines of endeavor in the same epoch. To-day nails of a certain kind are machine-made in England, hand-made in Germany. In parts of Slavic Europe you may witness the old communistic village community still. Also in Sierra Leone and upon the Gold Coast you might at this moment see whole villages working the fields in common and dividing the harvest among the families according to their numbers. In all these things, rightly to utilize the account that has been given, we must bear in mind its necessarily sketchy and hasty character.

The necessity of making allowance for the complexity of conditions as we ap-

proach modern life is particularly in place when we speak of manufactures and commerce as characterizing an industrial period. These occupations existed in rude forms long before they came to characterize any period. They continue to exist in our own day, though no longer the dominant marks of our industry. When they were the salient forms of the people's wealth-making activity they were not the exclusive forms. To see, however, the propriety of seizing upon manufactures and commerce as marking in certain nations a considerably definite period of industrial evolution, we need only consider England, France and Germany during the eighteenth century. Each of these nations had then passed the era when agriculture was its main business, yet knew little as yet of credit and nothing of massed capital or the centralized control of capital and labor as these facts stand before us now. It is the west European nations in the eighteenth century and the ancient peoples when at a corresponding level of industry that we have in mind when speaking of manufactures and commerce as denoting an industrial era or type.

The finer and more careful organization of business sketched in the preceding study brings forth with it the employer and those working for him on the wages basis. Employers and employed now for the first time stand forth as regular phenomena of industry, as definite and separate classes in the social world. The functions by them represented were present before, but the classes not till now. Now, too, the tide emphatically turns against slavery, because industry of the new order demands in every worker a sense of personal interest and responsibility. To be sure many peoples at the stage now under discussion have retained slavery. The ancient nations all did so. Of Athens in her greatest days three-fourths of the population were slaves. But in modern times not only are slave-holding nations the most backward, but even among them the institution is in unstable equilibrium and at length falls utterly.

At this grade of advance, where commerce and manufacturing are the significant features of men's industry, capital becomes

more important than ever before. It is instructive to notice, however, that the chief demand for capital then is in commerce and trade, not yet in manufacturing. For manufacturing, though in many forms singularly perfect, as we have seen, has not yet come to be carried on in the large way so familiar to us in modern days, but is carried on in little groups, in households or by individuals, with simple tools and cheap appliances of all kinds. Its products are products of labor rather than products of capital. Even in the agriculture, which is, of course, carried on along with manufacturing, and in commerce, capital is less important than it becomes in the period of massive industry. The agriculture which continues is still extensive rather than intensive; transportation is mostly by caravans, wind and water; land roads are few and mainly very poor.

With the growth of manufactures and commerce must obviously come great changes in economic legislation and in the whole posture of the public administration toward industrial affairs. An entire new code of rights in rem makes its advent. Laws touching wages, touching obligations, touching taxation, have to be modified, freshly interpreted and applied. Private international law takes on the character of a system. The state, aside from its own very important special industries, which it administers like any great corporation, becomes more than ever a power in the industrial world, showing its face and applying its hand at every turn, partly for good, partly for evil.

Social relations as well as political alter with the dominance of manufacturing and commerce. The range of private property is immensely augmented. The aristocrat, the independently rich man is no longer merely the great landholder. A merchant as well may bear this character, though hardly as yet a manufacturer. The new wealth tells in political affairs; rich commoners take part in government and enjoy public honors. This, as well as the decadence of slavery, tends to elevate the ordinary man. Manufactures, requiring little initial capital, may be engaged in by the poorest, who, if they have genius, may thus soar indefinitely in the social scale.

Intellectual wealth and its possessors have risen into notice, the latter as teachers, clergy, physicians, artists, forming an aristocracy by themselves. Books, sciences, culture, higher ethical and political ideals, richer personalities wait upon the industrial manifestations just reviewed.

We said in the last lesson that a number of ancient peoples, the Egyptians, the Hindoos, the Assyrians, the Babylonians, the Phoenicians, the Athenians, the Romans and the Carthaginians, attained this manufacturing and commercial level of civilization, resembling industrially in a general way west European society a century ago.

that it is what we now see all around us. England, France, Germany and America present the scene to us obtrusively. We will content ourselves by calling attention to the outlines of this modern era.

Industrial liberty is much more perfect than ever before. Governments meddle less with trade and commerce, for the most part leaving these interests to take their own course under the spur and guidance of individual initiative. New inventions and discoveries and new knowledge of nature mark the age and have a direct bearing upon the amassing of wealth. The same is true of the new means of easy and rapid



GRINDSTONE HOUSE, GRINDSTONE, ME.
(Courtesy of the Bangor and Aroostook Railroad.)

But no one of the ancient nations ever passed beyond this mercantile condition of industry. The more civilized parts of China are there to-day. The European nations each reached mercantilism at the time when it commenced building large cities. Mercantilism was the industrial state of Europe during the last century, and may be said to have continued so into the beginning of this, but in Europe, instead of pausing on this level men's industry has evolved a still more complex type.

It is the less necessary to portray at length this very latest stage of industrial progress in the most advanced nations, in

communication across land and sea between widely separated portions of mankind. Another impressive feature of the modern epoch industrially considered is the expansion and organization of credit, contributing to the world's wealth more than all the gold mines ever opened. Contributed to from all these sources, capital, that part of men's wealth set apart to help in the creation of further wealth, exists in vast masses which would have amazed any earlier age. What is even more striking is the unprecedented proportion of this capital existing as "fixed" capital—i. e., bearing a relatively permanent character, like roads,

railroads, harbors, wharves, mills and so on, lasting decades and centuries.

Great perfection is attained in the organization of labor, an interest continually foiled, however, by the poverty of the poorest workers, who are forced to snatch work at any wages to keep themselves from starvation. At the other extreme of so-



GERRISH'S CAMP AT NORCROSS ON THE BANGOR AND AROOSTOOK RAILROAD.

ciety are luxury and surfeit, such as the ancient world never knew. As laborers join hands for self-protection, capitalists unite in giant undertakings which easily became rapacious and cruel monopolies. Smaller concerns are swallowed up by larger ones; displaced owners, selling out or crushed out, find take positions on salaries in the victorious establishments. Thus industrial society becomes organized on a feudal pattern, a few great overlords or suzerains of business served by a more numerous set of great vassals, to whom in turn bow a still larger number of lesser vassals, and so on down to the numberless rank and file.

A UNION MAN'S DUTY.

THE real work of labor organizations is the work that will be lasting in its influence and beneficial to mankind, is not found in the police function of protecting the immediate rights of the laborer, but in the education which association develops. When the great body of workingmen know the economic law by which they are controlled; when they understand that

the ills which they bear are the results of conditions within their control, rather than the perverseness of individual employers; when they understand that they are responsible for injustice, for want, crime and wretchedness, and that it is only because they have not learned the lesson and applied the remedies that the necessity for labor organizations has arisen, there will be a better condition of the race, and the work of the labor organization will have been accomplished. As a means to this end, men should be taught to be brave, self-reliant and helpful to their fellow-laborers and to mankind in general; they should be taught that a man has only partly fulfilled his duty when he has informed himself; that he owes the duty of informing his neighbor, and of using his influence, his voice and his vote, in the working out of the problems of government in their relation to the economic welfare of the people.


—*Benj. Dean, in Labor Advocate.*



A YOUTHFUL TELEGRAPHER.

The above engraving is from a photograph of Master Charles G. Moseley, the 11-year-old son of Bro. R. L. Moseley, of Bowie, La. He is remarkably proficient as a telegrapher for his age, being able to receive from twenty to twenty-five words per minute.

GOMPERS ON COMPULSORY ARBITRATION.

T THE Arbitration Conference held under the auspices of the National Civic Federation at Chicago, December 17, 1900, Mr. Samuel Gompers, President of the American Federation of Labor, set forth his views in a very lucid and instructive manner. The subject deeply concerns the telegraphers, and the speech is, therefore, printed verbatim. The reference to the remarks made by Mr. E. D. Kenna, First Vice-President and General Solicitor of the Atchison, Topeka & Santa Fe Railway, will be generally understood, and Mr. Gompers' reply will be fully appreciated. He said:

Mr. Chairman, Ladies and Gentlemen:— Had it not been for the fact that I was so busily engaged during the past few weeks, it would have afforded me extreme pleasure to have presented a prepared and well-digested paper. Inasmuch, however, as my life has been, and is, a very busy one, I shall be compelled to rely upon what I may be presumptuous enough to call my knowledge and experience of the subjects before this conference, to express my ideas upon them and to submit them to your kindly consideration. There are a few matters that I have already written and which I shall read a little later. But I may be pardoned at this juncture if I refer to a few of the expressions which have been given vent to this afternoon, and of which I felt it my duty to take notice and to submit to your consideration now. I would say before doing so, however, that this afternoon a gentleman read a paper to us containing some statements to which I desire to take positive exception.

When he had concluded his paper, walking through the aisle of the hall, I introduced myself to him and said that I expected to address the conference this evening and that I proposed to take exceptions to his remarks. I wanted to advise him of it, so that no one might accuse me of a desire to say anything in his absence that I would not say if he were present. One of the things to which I took exception is, that as an officer of the Atchison, Topeka

& Santa Fe Railroad, he should undertake in this conference to present his side, the side of the railroad, in a strike which is still in progress, without a representative of the strikers being here to present their side of the controversy. (Applause.) It seemed to me that if the opportunity of this conference is to be taken advantage of for the presentation of the railroad's side of this controversy, due notice might have been given to the representative of the Order of Railway Telegraphers, in order that he might be here to listen to what was said and refute it, if necessary. (Applause.) I am not prepared to say that what the gentleman said was untrue, but one story is very good until the other side is told.

One would imagine from the statements made that all the conciliation in the struggles of labor, as these terms are generally used, came from the side of the employers. Judging from his expressions one would imagine that the associations of capital have made overtures to refer to disinterested parties all the struggles and all the controversies and contests that have arisen, but, in truth, where there has been one offer on the side of the employers, whether they be of an individual or of an association of employers, there have been hundreds on the part of organized labor. We have become so accustomed to hear our proffer of a conciliatory policy met with the answer that there is nothing to arbitrate, that it sounds quite strange upon our ears when we hear that any employer is willing to discuss the question at variance between us. (Applause.) I am not unmindful of the fact that there is a growing disposition on the part of employers that a conciliatory policy should be pursued, and to prevent hostilities, contentions, struggles and contests in the industrial field.

I am willing to concede that progress has been made on these lines, and a larger and a continually growing number of employers endeavor to effect adjustments of disputes between them and their employees by a conciliatory policy. I want to say that it is the result of my observation, as it is the result of the observation of any one

who has or who may care to investigate it, that this changed policy is due wholly and entirely to the efforts of organized labor. (Applause.) And it is human nature. Men who possess all power in their dealings with people who possess absolutely no power, do not pursue a conciliatory policy. Conciliation between two parties having diverse interests is only pursued when they have either equal power or nearly equal power, and until the workers, the wage workers, united and demonstrated to the employers as a rule, and as a class, that they were no longer willing to have their interests treated absolutely from the one standpoint of the interests of the employing class. In other words, when the wage workers, once and for all, determined that they, too, must be taken into consideration in the matter of conducting the business of the country, then, and not until then, did the employers pursue a conciliatory policy. (Applause.)

Yes. One here and there, imbued with the humanitarian purpose, would gladly give his sympathy—but usually silent for fear of offense to his fellow business men. Fear to lose caste; fear to lose business. That policy is being pursued now to a greater degree than ever before. But I think it comes with poor grace from a representative of a large railroad company to come before this conference and to attribute all the faults of an industrial dispute, and inferentially all the faults of all industrial disputes, to the labor organizations. Our friend said this afternoon there is an effort to restrain capital, and there would be by this policy of compulsory arbitration. "There is no object to it," he said. "It might mean confiscation, but if it did this, would you restrain capital or would you confiscate capital and not restrain labor?" First, I would say in answer that we have no desire at all to restrain capital. That is, organized labor has not, and it would aid in resenting the attempt of politicians to interfere with industry. But even though society would attempt to interfere with or restrain capital, does it necessarily and logically and humanely fol-

low that the same rule should apply to labor?

If labor were an inanimate object, then, perhaps, the analogy would hold; but inasmuch as you cannot differentiate labor from the laborer, there is a whole vista of difference. The difference is that one is inanimate, while the other is animate—human, living man. And we do not propose, by any process of reasoning, to permit, much less give, our consent, to accepting from the hands of our opponents, particularly opponents who are so bitter and hostile in their declarations, as well as their actions, a proposition that would fetter us to a condition little less than slavery. (Applause.) Shall I refer to the blacklist and the refusal of employers and corporations generally to refuse recognition to the associated efforts of the workers? How is it possible that arbitration shall take place at all unless it be through the associated efforts of the wage workers. To-day we heard a statement, made by a gentleman, undoubtedly well meaning, who spoke of the "deplorable condition of affairs" and this "dread disease" of strikes.

I admit that strikes ought to be avoided. I freely grant you that strikes are anything but pleasant incidents in the struggle of life; but I do imagine that there are some things more deplorable and that there are some diseases more dreadful than strikes. One would imagine that this nation has been completely ruined, that the people had become dwarfed intellectually, had been stunted in their feelings, in their humanity, that their industry had been paralyzed and their commerce destroyed by strikes, when, as a matter of fact, out of the existence of this country, and we can scarcely count our national existence before the independence of the United States, there is not in the history of the world a similar instance of the growth, of the marvelous expansion, of industry and commerce, of manhood and independence, of humanity, of grandeur, of stature, of beautiful womanhood, as there is in these United States of America (applause), and all within a little less than a century and a quarter. True, there have been strikes,

and we have been inconvenienced by them, and there have been lockouts, and we have been sorely tried by them, but if we view the progress that has been made, surely there is nothing to warrant us in believing that the strikes and the lockouts, much as they are to be deplored, have proven so disastrous to the people of our country that they should require such drastic measures as have been proposed.

We strike. People in China do not strike. I wonder whether those who would try to prevent the workers from striking, or those who would punish the workers for striking, would like to change the condition from that which obtains in our country to that which obtains in China. If the absence of strikes was the measure of civilization, then China ought to stand at the head of the world. (Laughter and applause). We have in the written history the struggles of the toiling masses of the wage-earners for a larger share in the produce of their toil. It was not always conducted upon the highly civilized plane of a strike. Strikes only occur in civilized countries. They are impossible where the people have not attained some degree of manhood and independence. Let me mention an incident which occurred not more than a year ago in a joint conference held between miners and mine operators for the adjustment of a scale of wages. It brings out a thought of those who believe that the employing class, as a rule, were those who first advocated conciliation. As you know, since the first coal miners' strike of 1897, the miners and the operators meet in annual session for the purpose of adopting the scales and other conditions of labor which shall operate for the ensuing year. They meet first separately, and then after in a joint convention. Just about parting, to discuss a provision of the agreement, one of the operators, who had been always an opponent to the joint conferences and joint agreements, but a very late convert to the idea, arose and delivered himself of an address, something after this fashion: "Mr. Chairman and Gentlemen: I want to say to you that I am thoroughly convinced that we are doing splendid work;

that we have been brought together, the operators and the miners," and, turning to the operators, he then said: "You operators, you are missionaries in this great work. Yes, sir, I am a missionary in this work." Then, turning to the miners, he said: "And you miners, you are missionaries; yes, missionaries. You are a missionary, I am a missionary," and was about to walk out, when one of the miners, who had steadily and for years been fighting for these joint conferences, and knew the continued opposition of this missionary, arose and said: "Mr. Chairman, did I understand Mr. Blank to say that he was a missionary?" The chairman answered him: "Yes sir that is what he said, 'that he was a missionary.'" "Well, sir, if Mr. Blank is a missionary, I only wish I were a cannibal, and I would eat him within the next five minutes." (Laughter.)

There has been so much said, and it has been said so often, in favor of arbitration, and particularly conciliation, between the employer and the employed, that little need be said by me, particularly at such a time, in favor of such a project, and I shall, therefore, direct the remainder of my remarks to the negative upon the proposition of so-called compulsory arbitration. And I should say that my remarks upon this point are largely remarks which I submitted to the convention recently held in Louisville, of the American Federation of Labor, unanimously endorsed, and largely too, the report of which a committee submitted to the convention, and also affirmed unanimously. In common with the general trend of organized labor to prevent strikes and lockouts whenever and wherever possible, a sentiment for arbitration has been awakened among the people of our country. There are some, however, who, playing upon the credulity of the uninformed, seek to divert the principle of arbitration into a coercive policy of so-called compulsory arbitration. In other words, the creation by States, or by the nation of boards or courts, with power to hear and determine each case in dispute between the workers and their employers, to make awards and, if necessary, to in-

voke the power of the government to enforce the awards. Observers have for years noted that those inclined to this policy have devised many schemes to deny the workers the right to quit their employments, and the scheme of so-called compulsory arbitration is the latest design of the well-intentioned but uninformed, as well as the faddist and schemers.

Our movement seeks, and has to a certain extent secured, a diminution in the number of strikes, particularly among the best organized. In fact, the number and extent of strikes can be accurately gauged by the power, extent and financial resources of an organization in any trade or calling. The number of strikes rises with lack of or weakness in organization, and diminishes with the extent and power of the trades union movement. Through more compact and better equipped trades unions have come joint agreements and conciliations between the workmen and associated employers, and only when conciliation has failed has it been necessary to resort to arbitration, and then the only successful arbitration was arbitration voluntarily entered into, resulting in awards voluntarily obeyed.

Organized labor cannot by attempted secrecy evade the provisions of an award reached by compulsory arbitration and determine upon a strike. By reason of our large numbers every act would be an open and public act known to all, while, on the other hand, an employer, or an association of employers, could easily evade the provisions of such a law or award by the modern process of enforcing a lockout; that is, to undertake a "reorganization" of their employees.

It is submitted that the very terms, arbitration and compulsory, stand in direct opposition to each other. Arbitration implies the voluntary action of two parties of diverse interests submitting to disinterested parties the question in dispute, or likely to come in dispute.

Compulsion, by any process, and particularly by the powers of government, is repugnant to the principle as well as to the policy of arbitration. If organized labor

should fail to appreciate the danger involved in the proposed schemes of so-called compulsory arbitration, and consent to the enactment of a law providing for its enforcement, there would be introduced the denial of the right of the workers to strike in defense of their interests and the enforcement by the government of specific and personal service and labor. In other words, under a law based upon compulsory arbitration, if an award were made against labor, no matter how unfair or how unjust, and brought about by any means, no matter how questionable, we would be compelled to work or to suffer the stated penalty, which might be either mulcting in damages or going to jail, not one scintilla of distinction, not one jot removed from slavery.

It is strange how much men desire to compel other men to do by law. What we aim to achieve is freedom through organization. (Applause.)

Arbitration is only possible when voluntary. It never can be successfully carried out unless the parties to a dispute or controversy are equals, or nearly equals, in power to protect or defend themselves, or to inflict injury upon the other party. The more thoroughly the workers are organized in their local and national unions, and federated by common bond, policy and polity, the better shall we be able to avert strikes and lockouts, to secure conciliation, and, if necessary, arbitration, but it must be voluntary arbitration or there shall be no arbitration at all—voluntary in obedience to the award as well as voluntarily entered into.

It is our aim to avoid strikes, but I trust that the day will never come when the workers of our country will have so far lost their manhood and independence as to surrender their right to strike or refuse to strike. (Applause.) We seek to prevent strikes, but we realize that the best means by which they can be averted is to be the better prepared for them. We endeavor to prevent strikes, but there are some conditions far worse than strikes, and among them is a demoralized, degraded and debased manhood. Lest our attitude be misconstrued, we emphatically,

and without ambiguity, declare our position. The right to quit work at any time, and for any reason sufficient to the workman himself, is the concrete expression of individual liberty. Liberty has been defined as the right to freely move from place to place. Hence any curtailment of this right, by and through law, or by and through contract enforced by law, is, in fact, a negation of liberty and a return to serfdom.

The industrial conciliation and arbitration law of New Zealand, the law creating and governing the Indiana Labor Commission and Arbitration Board, copied from the laws of 1897 and issued by the Indiana Commissioners, and the arbitration law of Illinois, as well as an act concerning carriers engaged in interstate commerce and other employees, approved June 1, 1898, along with other information from this and European countries, show that the kernel of all the strikes of legislation is a desire to prevent strikes by punishing the strikers. (Applause.) Our existing form of society is unquestionably based upon manufacture, commerce and transportation, and anything that disturbs the industries is resented, and means are sought to prevent a recurrence and to clothe it in such a garb that public opinion will accept it and permit its execution.

Dealing with this matter more specifically, we find that the New Zealand law provides for a Board of Conciliation, with power to use their best efforts in bringing the contending parties together and in causing them to make some agreement. This failing, it goes, upon the demand of one of the contending parties, before the Industrial Court, which has the power, as any other court, to hear and determine, and the award or sentence is enforced by the State in the usual way, by fine or imprisonment, or both, *the only distinction being that the trial by jury is dispensed with and an appeal denied.* The only relieving feature about this law is that individuals cannot claim its protection. Men must voluntarily enter into a labor union or an association in order to come under its provisions. The Industrial Courts of France

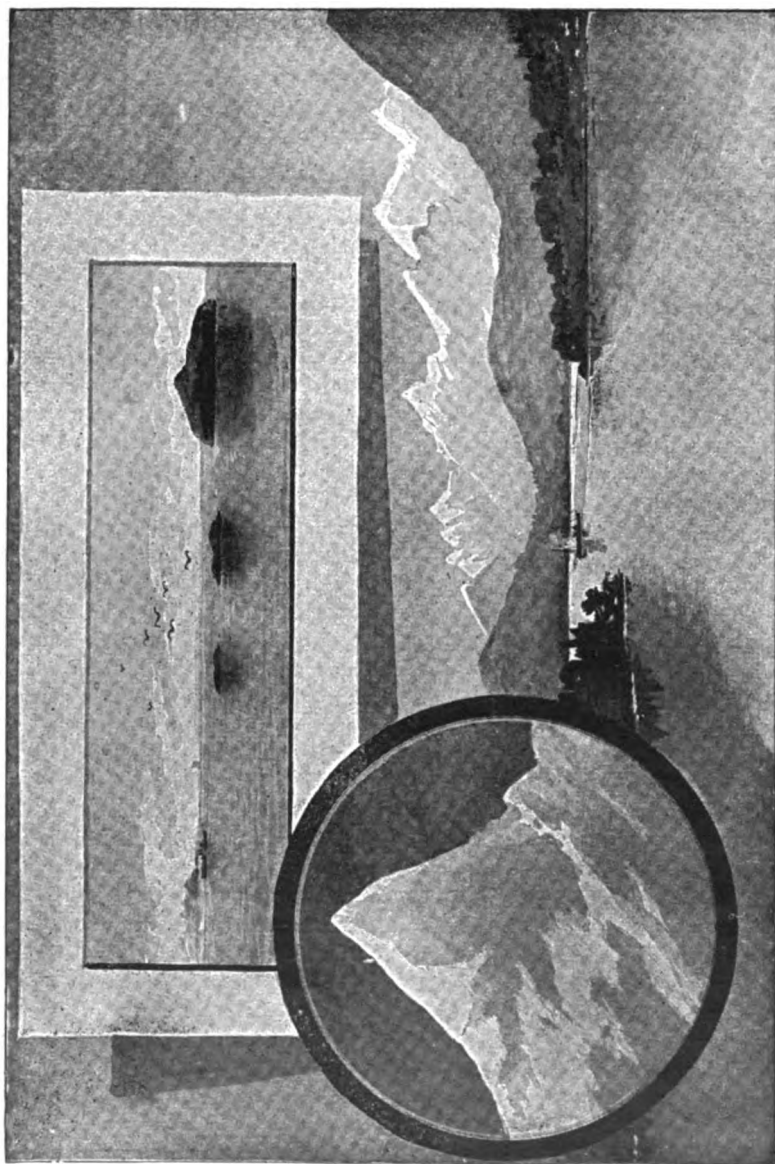
are, as I understand it, organized much in the same way, the bill to prevent strikes, introduced in the German Reichstag at the instance of the government, had the same underlying motive, and practically the same way, of attaining this purpose. In the law adopted by the Hungarian Diet—we again meet the same purpose to prevent strikes by punishing the strikers. The question of extending the master and servant laws of Sweden to the industrial workers of that country was under discussion in the Swedish Riksdag, and was for some time fiercely combated by the lovers of liberty of that country, but it was finally adopted, and the other day a strike on the street cars in Stockholm was suppressed by sending several of the strikers to prison for long terms.

Coming now to our own country, we find that a bill was introduced in Congress which would admit of every train being made a mail train, and which, under the postal laws, would have subjected the strikers in railroad transportation to imprisonment for delaying the mails. Through the efforts of the railroad brotherhoods and the American Federation of Labor the bill failed. Then followed the introduction of the Olney arbitration bill, which provided for arbitration, voluntary in submission, or in its initiatory stages, but with compulsory obedience to the award; that is, the award was to be enforced by a direct penalty for the individual violating the same. The Indiana law has the following provisions:

"An agreement to enter into arbitration under this act, shall be in writing, and shall state the issue to be submitted and decided, and shall have the effect of an agreement by the parties to abide by and perform the award."

And Section 10, page 133, reads as follows:

"The clerk of the Circuit Court shall record the papers delivered to him as directed in the last preceding section, in the order book of the Circuit Court. Any person who was a party to the arbitration proceedings may present to the Circuit Court of the county in which the hearing



MILBANK SOUND, ALASKA GATEWAY TO THE GEYSERS, STICKLEEN BANG.
Courtesy of the Northern Pacific Railroad.

was had, or the judge thereof, in vacation, a verified petition referring to the proceedings and the record of them in the order book and showing that said award has not been complied with, stating by whom and in what respect it has been disobeyed. And, thereupon, the court or judge thereof, in vacation, shall grant a rule against the party or parties so charged, to show cause within five days why said award has not been obeyed, which shall be served by the sheriff as other process. Upon return made to the rule, the judge, or court, if in session, shall hear and determine the questions presented, and make such order or orders direct to the parties before him in personam, as shall give just effect to the award. Disobedience by any party to such proceedings of any order so made, *shall be deemed a contempt of court and may be punished accordingly.* But such punishment shall not extend to imprisonment except in case of willful and contumacious disobedience. In all proceedings under this section the award shall be regarded as presumptively binding upon the employer and all employees who were parties to the controversy submitted to arbitration, which presumption shall be overcome only by proof of dissent from the submission delivered to the arbitrators, or one of them, in writing before the commencement of the hearing."

It will be observed that this may be called voluntary arbitration, because it is voluntarily entered into. The parties agree from the very beginning that if they, for some reason sufficient to themselves, should decline to abide by and perform the award, they are willing that the judge alone, without any jury and without any limit as to time, may send them to prison until they shall consent to perform the labor which the award enjoins upon them. The thought underlying this law is that the individual man may alienate his right to liberty, and it is, therefore, destructive of the fundamental principle of the Republic of the United States. It is equally dangerous with the New Zealand law, the Hungarian statute or the proposed law of Germany, because it aims at tying the worker to the

mine, the factory or the means of transportation upon which he works, in the same way in which the agricultural worker, during the feudal era, was tied to the soil. I am not singling out the Indiana law as different from all the rest or worse than the rest. I quote it simply because it is before us. Paragraph five of the Illinois law reads as follows:

"In the event of a failure to abide by the decision of said board in any case in which both employer and employees shall have joined in the application, any person or persons aggrieved thereby may file with the clerk of the Circuit Court or the County Court of the county in which the offending party resides, or in the case of an employer in the county in which the place of employment is located, a duly authenticated copy of such decision, accompanied by a verified petition reciting the fact that such decision has not been complied with, and stating by whom and in what respect it has been disregarded. Thereupon the Circuit Court or the County Court, as the case may be, or the judge thereof, if in vacation, shall grant a rule against the party or parties so charged, to show cause within ten days why such decision has not been complied with, which shall be served by the sheriff as other process. Upon return made to the rule, the court or the judge thereof, if in vacation, shall hear and determine the questions presented, and to secure a compliance with such decision, may punish the offending party or parties for contempt, but such punishment shall in no case extend to imprisonment."

The difference between this section and the one quoted from the law of Indiana, aside from the final proviso, the value of which is doubtful, is in phraseology only; any further comment is, therefore, unnecessary.

The Manufacturers' Association of the South, meeting during the last year, decided to submit to the Legislature of each of the Southern States a law providing for term contracts, the violation of which would be PUNISHED AS A FELONY, and that they did this with the specific purpose of preventing strikes and of inviting

Northern capital. When their attention was called to the fact that they were as yet not "bothered" by labor organizations, they answered: "That's true, and that's just the reason why we decided to take steps to prevent the formation of any and to stop strikes in the most effective manner."

All these schemes are reactionary in their character. They mean simply that the employers of to-day find themselves in a somewhat similar position to the employers of England after the "black death." The King issued a proclamation at that time that any one who would refuse to continue to work for the wages usually paid in a specified year of the King's reign, would by the State be compelled to labor at such wages, regardless of any wishes that he or she might have. The English Parliament later enacted this into a statute known as the "Statute of Laborers," and re-enacted it periodically with ever-increasing penalties, until Henry VIII, finding himself in need of funds, confiscated the Guild funds, and by impoverishing the organizations of labor at that time succeeded in enforcing the statute of laborers from that time on.

That law was every bit as fair upon its face as the laws of New Zealand, Indiana, Illinois, or any other of those laws with which I have any acquaintance, because it provided that the judges sitting in quarter sessions should hear both sides and then determine upon a "fair wage" for the year. Readers of "Six Centuries of Work and Wages," by Thorald Rogers, professor at the University of Oxford, will know the results to the English working people. Their daily hours of labor were increased, their wages reduced, until it was necessary to enact the "poor laws," and to quarter the worker upon the occupier, because he was continually being robbed by the employer. It has been stated by others that this law reduced the stature of the British workers by about two inches, and that the poverty—the real, dire poverty—to be found in the back alleys of English cities, even to this day, is largely caused by that species of legislation.

The thirteenth amendment to the Constitution of the United States, forbidding slav-

ery or involuntary servitude, may, perhaps, be quoted to show that in our country no one can be compelled to work against his or her will, and that, therefore, there is no serious danger to individual liberty in the so-called "voluntary arbitration" laws.

In order that the working people and the true friends of freedom may make no mistake on this question, I quote from the decision of the Supreme Court of the United States in *Robert Robertson et al. vs. Barry Baldwin*, January 27, 1897, and beg to remind them that this is the only construction of the thirteenth amendment and the term involuntary servitude, so far as I know, ever given by the court. It reads as follows:

"The question whether sections 4598 and 4599 conflict with the thirteenth amendment, forbidding slavery and involuntary servitude, depends upon the construction to be given the term 'involuntary servitude.' Does the epithet 'involuntary' attach to the word 'servitude' continuously and make illegal any service which becomes involuntary at any time during its existence, or does it attach only at the inception of the servitude and characterize it as unlawful because unlawfully entered into? If the former be the true construction, then no one, not even a soldier, sailor or apprentice, can surrender his liberty even for a day, and the soldier may desert his regiment upon the eve of battle, or the sailor at intermediate port or landing, or even in a storm at sea, provided only he can find means of escaping to another vessel. If the latter, then an individual may, for a valuable consideration, contract for the surrender of his personal liberty for a definite time and for a recognized purpose, and subordinate his going and coming to the will of another during the continuance of the contract. Not that all such contracts would be unlawful, but that a servitude which was knowingly and willingly entered into could not be termed involuntary. Thus, if one should agree, for a yearly wage, to serve another in a particular capacity during his life, and never to leave his estate without his consent, the contract might not be enforceable for the want of a legal remedy, or might be void upon grounds of public pol-

icy. But the servitude could not be properly termed involuntary. Such agreements for a limited personal servitude at one time were very common in England, and by statute of June 17, 1823 (4. Geo. IV, chap. 34, sec. 3), it was enacted that if any servant in husbandry, or any artificer, calico printer, hands craftsman, miner, collier, keelman, pitman, glassman, potter, laborer or other person should contract to serve another for a definite time, and should desert such service during the term of the contract, he was made liable to a criminal punishment. The breach of a contract for personal service has not, however, been recognized in this country as involving a liability to criminal punishment, except in the cases of soldiers, sailors, and, possibly, some others, nor would public opinion tolerate a statute to that effect."

The only dissent from this construction comes from Justice Harlan, who, in his dissenting opinion, sends out to the country a warning against the awful consequences logically following from this decision in the following words:

"In considering this case it is our duty to look at the consequences of any decision that may be rendered. We cannot avoid this duty by saying that it will be time enough to consider supposed cases when they arise. When such supposed cases do arise, those who seek judicial support for extraordinary remedies that encroach upon the liberties of freemen, will, of course, refer to the principles announced in previous adjudications, and demand their application to the particular case in hand.

It is, therefore, entirely appropriate to inquire as to the necessary results of the sanction given by this court to the statute here in question. If Congress, under its power to regulate commerce with foreign nations and among the several States, can authorize the arrest of a seaman who engaged to serve upon a private vessel, and compel him by force to return to the vessel and remain during the term for which he engaged, a similar rule may be prescribed as to employes upon railroads and steamboats engaged in commerce among the States. Even if it were conceded—a concession to be made only for argument's

sake—that it could be made a criminal offense, punishable by fine or imprisonment, or both, for such employes to quit their employment before the expiration of the term for which they agreed to serve, it would not follow that they could be compelled, against their will and in advance of trial and conviction, to continue in such service. But the decision to-day logically leads to the conclusion that such a power exists in Congress. Again, as the Legislatures of the States have all legislative power not prohibited to them, while Congress can only exercise certain enumerated powers for accomplishing specified objects, why may not the States under the principles this day announced, compel all employes of railroads engaged in domestic commerce, and all domestic servants, and all employes in private establishments, within their respective limits, to remain with their employers during the terms for which they were severally engaged, under the penalty of being arrested by some sheriff or constable and forcibly returned to the service of their employers? The mere statement of these matters is sufficient to indicate the scope of the decision this day rendered."

That is, in part, my friends, the dissenting opinion of Justice Harlan.

I believe that the reason why many well-meaning, honest and conscientious men and women favor some form of compulsory arbitration arises from the fact that their attention has been called to the refusal to arbitrate on the part of some large corporations or other employers of labor. It is felt that the rest of the public are made innocent sufferers and victims, and that there ought to be some way to give to the public the facts, in order that it might be known who is actually to blame. Whenever they are asked: "Do you want to send a man or a woman to jail for quitting work?" they immediately answer, "No, no." What they seem to desire is that these corporations or employers who refuse to arbitrate shall in some way be compelled to do so. This is manifestly impossible. Laws that are "jug handled," even if possible of enactment and execution, invariably have the handle so placed that the large corporation and employers of labor keep hold of the handle.

Commissions, with power to examine and report, would seem to be more in line with what is actually desired, but I would call attention to the fact that even these have in them a feature dangerous to liberty, because from them may come, and sometimes do come, reports which have a tendency to warp public opinion and prepare it for measures which, without such preparation, the public would unhesitatingly repudiate.

If we want arbitration, and are earnest about it, then let those who have opposed our efforts heretofore encourage, rather than bitterly antagonize, the effort to organize the workers. (Applause.) The organization of the wage worker is a first essential to a conciliatory policy being pursued, and when conciliation fails, that arbitration, voluntary in its inception and voluntary in obedience to the award, may take the place of strikes and lockouts.

We recognize that peace is necessary to the carrying on of successful industry and commerce. We know that peace cannot be secured unless it is with the consent of the workers, who are realizing more than ever that their only hope to maintain their manhood to-day and to vouchsafe for their children the liberty which we now enjoy, lies in organized labor. (Applause.)

We shall insist upon their right to quit work whenever the conditions of the labor are irksome to us. If we should commit an error—which is likely—then we will be the

sufferers more than any other or all other peoples, and we shall have learned by that error to avoid them in the future. But I repeat, with all the emphasis that I can command, that we shall always insist upon our right to quit work for any reason or for no reason at all. (Applause.)

After all, the employers, as well as the laborers, if either make a mistake, will be called before the bar of that supreme authority—public opinion—before which monarchs and merchants, as well as laborers, are compelled to bow. (Applause.)

Conscious that we are right in our movement to secure better conditions for the workers; conscious that we are entitled to it, to a continual larger share of the ever-increasing production, and the productivity of the laborer, we shall continue the struggle for better homes and better surroundings. We want your co-operation to attain those ends. We want the good will and the co-operation of all; but if that is withheld from us, we shall conclude to go on organizing and struggling for that goal, in spite of the opposition. (Applause.)

“Beware
Of entrance to a quarrel; but being in,
Bear’t that the opposed may beware of
thee.”

—*Hamlet, Act I, Scene 2.*

“It is something not yet fully understood
how perfectly safe freedom is.”



CONE OF GIANT GEYSER, YELLOWSTONE PARK.
Courtesy of the Northern Pacific Railroad.

Woman's World

PROGRESS OF THE NINETEENTH CENTURY WOMAN.

ONE HUNDRED years ago woman was not a factor in religious, industrial, commercial or political life to be considered. At the beginning of the nineteenth century she had no legal rights that man was bound to respect. She belonged, body and soul, to some man. She did not own the clothes she wore, even if she had earned the money with which to purchase them. She had no legal control over her own person, earnings or children.

Women were shut out of the schools and colleges, the trade and professions, and all offices under the government; paid the most meagre wages in the few occupations open to them, and denied everywhere the necessary opportunities for their best development. Worst still, woman had no proper appreciation of themselves as factors in civilization, and the few noble souls who were possessed with a prophetic vision of what the future held in store for women were met on all sides with ridicule and contempt. Believing self-denial a higher virtue than self-development, women ignorantly made ladders of themselves by which fathers, brothers and sons reached their highest ambitions, creating an impassable gulf between them. Nothing was more common than to see the sons of a family educated, while the daughters remained ignorant.

Dr. Gregory, who was standard authority upon female propriety in the eighteenth century, in his work entitled "Legacy to My Daughters," says:

"Should you be so unfortunate as to possess a robust constitution by nature, assimilate such sickly delicacy as is necessary to keep up the proper female charm." He

cautioned all women to carefully hide any good sense or learning they might possess, as men looked with malignant eye upon women of sense or learning.

For over one hundred years after public schools were established in Massachusetts, girls were not allowed to attend, and when the effort was made on the part of one of the trustees of Hatfield school to admit girls, the chairman sprang to his feet, exclaiming, "What! Shes in Hatfield school? No, never!"

As late as 1847, when Lucy Stone graduated from Oberlin College, the first college to open its doors to women, they would not allow her to read her graduating essay, but said some professor would have to read it for her, as it would not be proper for a woman to read in public. Nearly forty years after, when Oberlin celebrated her semi-centennial, Lucy Stone was invited to be one of the speakers at that great gathering. At one time, when a minister was asked to give notice that a woman would speak in the town, he announced that a woman would attempt to crow like a cock.

To-day two-thirds of the colleges and universities of the United States, including every State University west of Ohio, are open alike to men and women. Thousands of women are college graduates; hundreds are regularly ordained ministers; scores are practicing lawyers. Women are engaged in a great variety of trades and professions which require skill and intelligence. They have secured the right of public speech. They are potent factors in literature. They are writers for the press, editors and reporters for the newspapers. Seven-eighths of all our teachers are women. They are organized in clubs; better, still, they unite with men in many associations, literary, ar-

tistic, reformatory, social and political. They play golf, and ride the bicycle.

This progress has come because women of a larger mold, loftier ambitions and nobler self-respect than the average, have been willing to face the opposition of the world for the sake of liberty. More than one such as these deserve the rank of martyr. The suffering, the doubt, the obloquy which has been endured by the pioneers in the women movement will never be fully known or understood. For sixty years and more a vigorous agitation has been waged in the United States to establish equal rights for women with men. Under its influence and guided by the leadership of brave men and women, the evolution of woman's rights has moved on without a break.

The twentieth century will belong, alike to man and woman, and by its close all the vexed questions of woman's rights will have passed beyond dispute, and in its place will be the demand for human rights, without regard to sex.

ELNORA MONROE BABCOCK.

GREAT BRITAIN'S QUEEN.

IN the passing away of Queen Victoria the world of womankind loses its foremost citizen and its most exalted exemplification of the possibilities of feminine achievement. That the vast possessions of Great Britain should have been

under the control of a woman for such a long period, is a fact that should go far toward settling many questions in regard to women's capacity for administering affairs. That she was broad-minded and progressive, as well as being possessed of all the virtues, there is plenty of evidence to show.

In a recent paper upon the subject of war and peace, she is reported to have said: "Only under a regime of peace can a people grow in those graces and virtues which it is the aim of our religion to inculcate. There is no reason why a nation devoted to peace should become weak and effeminate. The labors of men in their peaceful callings, in mines and quarries, on the sea, in the furnaces and iron works, building railways and laying submarine and other cables, exploring and planting new colonies—all these labors are as arduous as those of the soldier, and they call out stronger and more enduring qualities."

This is evidence that she loved peace rather than war, and there was good reason for her doing so.

Aside from other considerations it must be remembered that the monied interests of the world are the real rulers, and that monarchs do pretty much as they are told, although it is not to be expected that they would admit that much. A full recognition of this truth, however, will make many things clear in regard to government, both at home and abroad, that otherwise might remain an impenetrable mystery.



MANUFACTURES AND LIBERAL ARTS BUILDING, PAN-AMERICAN EXPOSITION.

Poetical

Easy to Criticize.

"It is easy to sit in the sunshine
And talk to the man in the shade."
It is easy to float in a well-trimmed boat,
And point out the places to wade.

But once we pass into the shadows
We murmur and fret and frown,
And our length from the bank, we shout for a
plank,
Or throw up our hands and go down.

It is easy to sit in your carriage
And counsel the man on foot;
But get down and walk and you'll change your
talk,
As you feel the peg in your boot.

It is easy to tell the toiler
How best he can carry his pack;
But no one can rate a burden's weight
Until it has been on his back.

The up-curved mouth of pleasure
Can preach of sorrow's worth:
But give it a sip, and wryer lip
Was never made on earth.

—ELLA WHEELER WILCOX.

Cometh a Blessing Down.

Not to the man of dollars,
Not to the man of deeds,
Not to the man of cunning,
Not to the man of creeds,
Not to the one whose passion
Is for a world's renown,
Not in the form of fashion,
Cometh a blessing down.

Not into land's expansion,
Not to the miser's chest,
Not to the princely mansion,
Not to the blazoned crest,
Not to the sordid working,
Not to the knavish clown,
Not to the haughty tyrant,
Cometh a blessing down.

Not to the folly blinded,
Not to the steeped in shame,
Not to the carnal-minded,
Not to unholy fame,

Not in neglect of duty,
Not in the monarch's crown,
Not at the smile of beauty,
Cometh a blessing down.

But to the one whose spirit
Yearns for the great and good;
Unto the one whose storehouse
Yielded the hungry food;
Unto the one who labors
Fearless of foe or frown,
Unto the kindly hearted,
Cometh a blessing down.

—*Manford's Magazine.*

Don't Forget the Union Label.

NOTE:—The words and music of this song have just been composed by Thomas H. West, the well known composer of "Stick to Your Union," the official song of the A. F. of L. It is dedicated to the Women's International Union Label League, and it is the composer's hope that its rendition will aid in creating a sentiment towards the demand for the union label.

There's a precious little emblem
That's familiar to you all,
It's a tried and true protector, come what may.
And where labor is united
In response to duty's call,
There this brilliant little star lights up the way.
For its mission is to bring about
The brotherhood of man.
There's nothing can your rights so well defend,
So help it on with deed and word
In every way you can,
Don't forget the Union Label, it's your friend.

CHORUS.

It will make improved conditions,
Better homes, a better wage.
And your aid to its advancement you should lend.
It will make your country better,
It will brighten history's page.
Don't forget the Union Label, it's your friend.

Though apparently so silent
Yet it speaks throughout the land.
For the noble cause it's striving to uphold,
And to free the sweatshop slaves
The Union Label takes a stand

From their wretchedness and misery untold.
 It will educate the people
 To the evils that exist,
 And success will crown its efforts in the end.
 Help it on its noble mission;
 It will win if you persist,
 Don't forget the Union Label, it's your friend.

Wishing.

Of all amusements for the mind,
 From logic down to fishing,
 There's not another you can find
 So very cheap as "wishing."
 'Tis very choice diversion, too,
 If we but rightly use it,
 And not, as we are apt to do,
 Pervert it, and abuse it.

I wish—a common wish, indeed—
 My purse were somewhat fatter,
 That I might cheer the child of need,
 And not my pride to flatter;
 That I might make Oppression reel,
 As only gold can make it,
 And break the Tyrant's rod of steel,
 As only gold can break it.

I wish—that Sympathy and Love,
 And every human passion
 That has its origin above,
 Would come and keep in fashion;
 That Scorn and Jealousy and Hate,
 And every base emotion,
 Were buried fifty fathoms deep
 Beneath the waves of Ocean!

I wish—that friends were always true,
 And motives always pure;
 I wish the good were not so few,
 I wish the bad were fewer.
 I wish that parsons ne'er forgot
 To heed their pious teaching;
 I wish that practicing was not
 So different from preaching!

I wish that modest worth might be
 Appraised with truth and candor;
 I wish that innocence were free
 From treachery and slander;
 I wish that men their vows would mind;
 That women ne'er were rovers;
 I wish that wives were always kind,
 And husbands always lovers!

I wish—in fine—that Joy and Mirth,
 And every good Ideal,
 May come erewhile throughout the earth
 To be the glorious Real;
 Till God shall every creature bless
 With His Supremest blessing.

And Hope be lost in Happiness,
 And Wishing in Possessing!
 —John G. Saxe.

A Union Man.

A Union Man—Friend and brother,
 Open-hearted, kind and true,
 Working hard to assist each other;
 Claiming only what is due.
 Upright, square in every dealing,
 Prompt to answer every call,
 When a brother has a grievance
 An injured one concerns them all.

A Union Man—One who never
 Falters when the time arrives,
 To gain success he does endeavor,
 For one and all he firmly strives.
 To union principles devoted,
 Selfishness he does despise,
 Ever ready with assistance
 To help wage-workers organize.

A Union Man—Kindly greeted
 By honest men upon the street;
 With hospitality he's treated,
 Everywhere friends he'll meet;
 As an advocate of law and order
 He's a leader in the van;
 A respected citizen of the country,
 God's noblest work—A Union Man.
 —Larry Neyfee, in *International Bookbinder*.

The Freight Train of Life.

Men are like a train of cars
 That rumble on the track,
 With many curves and many jars,
 And many drawing back.

Some are the engines that must pull
 Upon the heavy grade,
 And some are empty, some are full—
 Each for its uses made.

Some seem to slide along the way
 With never a squeak or jolt.
 And some go creaking, as if they
 Were sore in every bolt.

And some are billed to go through straight,
 And one is here and there,
 To be left on some switch and wait
 In gloomy days or fair.

Men are as cars that rumble past,
 Each has its place and use;
 The engine at the head, and, last,
 The pitiful caboose.

—S. E. Kiser.

FACE-TIOUS

Have You Noticed?

"This snail-like pace," growled the first trolley car passenger, "is enough to rile a saint."

"Yes, these cars are peculiar," replied the philosophic man. "When you're in a car it simply crawls; but when you're trying to catch it, it flies along at top speed."—*Philadelphia Press*.

Psychological.

"Do you believe in the power of mind over matter?" asked the mystical man.

"No," answered the practical friend. "I believe in the power of matter over mind. I have known a dull, insensate tack hammer, by one swift rap on the thumb, to make a man say things that he had not thought of for years."—*Washington Star*.

A Witty Judge.

While Judge Gary, of Chicago, was trying a case recently, he was disturbed by a young man who kept moving about in the rear of the room, lifting chairs and looking under things. "Young man," Judge Gary called out, "you are making a great deal of unnecessary noise. What are you about?" Your honor," replied the young man, "I have lost my overcoat, and am trying to find it." "Well," said the venerable jurist, "people often lose whole suits in here without making all that disturbance."

A Feat Beyond Him.

A Scottish prison chaplain, recently appointed, entered one of the cells on his first round of inspection, and, with much pomposity, thus addressed the prisoner who occupied it: "Well, my man, do you know who I am?" "No, nor I dinna care!" was the nonchalant reply. "Well, I'm your new

chaplain." "Oh, ye are? Then I hae heard o' ye before!" "And what did you hear?" returned the chaplain, his curiosity getting the better of his dignity. "Well, I heard that the last two kirks ye were in ye preached them baith empty; but ye willna find it such an easy matter to do the same wi' this one."

How They Froze Him Out.

Nelson Lingard published a Chinese daily in New York, and this is how he got froze out, in his own words:

"I'll tell you how it was. You see the heathens liked the paper all right, but their ingenuity and thrift killed me. One fellow, who kept an opium joint, got to pasting the paper up and letting others read it for one cent. It sold for five cents. Pretty soon the fellow across the street stuck up a paper, and let his customers read it two mornings for one cent. Then another slant-eyed son of a goat histed her up three mornings for a cent, and pretty soon the pig-eyed homadons strung me for a penny a week. No journalist could stand a gaff like that, and I hauled down my colors."

What the Irishman Said.

A celebrated judge was once trying a case where the accused could only understand Irish, and an interpreter was accordingly sworn. The prisoner said something to the interpreter, and the latter replied.

"What does he say?" demanded the judge.

"Nothing, my lord."

"How dare you say that when we all heard him? Come, sir, what was it?"

"My lord," said the interpreter, beginning to tremble, "it had nothing to do with the case."

"If you don't answer I'll commit you, sir. Now, what did he say?"

"Well, my lord, you'll excuse me, but he said, 'Who's that ould woman, with the red bed-curtain 'round her, sitting up there?'"

At which everybody present roared.

"And what did you say?" said the judge, looking a little uncomfortable.

"I said, 'Whist, ye spalpeen! That's the ould boy that's going to hang yez.'"—*Collier's Weekly*.

Baggage in a Seat.

A correspondent in *Law Notes*, referring to the case of *Smith vs. Kemp*, pending in the New York courts, involving the question as to whether a passenger on a railway train retains his title to a seat chosen by him by leaving in it during a temporary absence his valise, umbrella, or such other article of personal property as usually accompanies a passenger on his travels, mentions a peculiar case which has occurred, and may occur again, and which will be more or less affected by the forthcoming decision in *Smith vs. Kemp*.

An elderly gentleman, on entering a car, found but one vacant seat, and that was by the side of a pretty girl. The following colloquy ensued:

E. G.: "Is this seat taken?"

P. G.: "Yes."

E. G.: "Who occupies it?"

P. G.: "Young man."

E. G.: "Where is his baggage?"

P. G.: "I am his baggage, Old Hateful!"

This leads the correspondent to ask: "What were the respective rights of the

parties as viewed from a strictly legal standpoint?"

A Close Buyer.

A story is told of a commission merchant who is an extremely "close buyer." When he receives a consignment he never fails to claim an allowance for something alleged to have spoiled on the way. This habit is well known to the trade, and has led to many complaints from shippers, but the merchant had always managed to come out on top. During Christmas week, as the story goes, he received several barrels of fat, dressed turkeys from a poultryman in the Northwest. Heretofore he had dealt exclusively in live fowls, and probably the correspondence clerk got things mixed. At any rate, the shipper was astonished to receive a letter by return mail, running about as follows: "Dear Sir: We regret to advise you that four of the turkeys in your consignment of December reached here dead. Please make deduction for same, and return correct amount. Yours truly." The poultry man communed with himself, and replied thus: "Dear Sir: I am sorry to say I find it impossible to make concession requested. I have established a rule requiring all customers who desire live dressed turkeys to notify us in advance, so we can send them in heated cars. Turkeys without feathers and insides are liable to catch cold if shipped in the ordinary manner. The mortality among dressed turkeys was very large this year. Yours mournfully."



Our Correspondents

"SELF-OWNERSHIP."

By JOSE GROS.

THE dawn of the twentieth century finds humanity in a very queer box. Let us limit our views to our own nation, the one we suppose to be far ahead of all. Let us look at ourselves in the light of the last presidential election, and what do we find there? The two old parties, comprising over 97 per cent of the voters who voted, unable to grasp a single fundamental recognition of human rights. Less than 3 per cent, the balance of votes cast, split into several parties, only one of them, the socialists, with not quite 1 per cent of the total vote, with backbone enough to stand for a distinct social creed embodying a bottom social reconstruction, in so far as it may be practicable. Sure enough, all is practicable that sufficient men may have the power and skill to carry out, if the rest submit to it, but not all is good and right which may happen to be practicable, while all is bound to be practicable which is right and good if men want to carry it out. And not even majorities have the right to do wrong. There is one of the weak points of the socialistic programme.

Besides, socialists themselves cannot yet agree on any specific, precise plan of conduct with which to snatch from the wealthy and the powerful, the control of the wealth of nations, and the law-making power of nations. The two have gone together through our whole historical development. And they have gone together by means of the control of the taxing power of nations. That is what most of our dear socialists overlook. Even the most

sensible of the whole school imagine that we can take possession of government before taking possession of the taxing power. That is acting like a silly, young couple getting married without any income from labor or investments with which to support the family group.

Just as you cannot run a family without a certain income, so you cannot run a nation without a certain income. And unless we want to have piles of trouble, in both cases, family and nation, we need not only an income, but a sufficient one, and one which is strictly honest, and no humbug about it, no doubt, on the subject.

The socialists don't seem to pay any attention to that item of basic honesty in the national income. They think that the honest income shall come after we have established an honest nation. That is like expecting that the gambler shall become honest before he stops gambling, or that the drunkard shall become sober before he stops drinking. Effects cannot precede causes. Causes must precede effects. We must decide to be honest before we become honest. We must learn how to walk before we can run. We must construct the foundation before the walls and roof of the building.

Take now the question of ownership of wealth, property, government. You cannot settle that rightly until we have established the ownership of the individual as a child of God, and so with God-given rights that not even society or government can cancel by a single atom. After sixty centuries of what we call progress, we refuse to know the meaning of *self-ownership*, and not even our good friends, the socialists, can yet grasp the import-

ance of that all-transcending compound word. There can be no self-ownership as long as the natural resources, created by God for the equal good of all, are, by a shameless, dishonest progress, given to groups of land monopolists. There can be no self-ownership as long as each and every child of God is not allowed to retain all the wealth he may see fit to produce, and fully control all the wealth he may see fit to save, so that to obtain the full benefit of that wealth. There can be no self-ownership as long as each worker cannot be his own boss, or cannot choose his partners for this or that period, if he prefers to have any partners, and so to absolutely *own* the actual wealth he has created and saved, or its equivalent.

Private monopoly has been bad enough. We cannot prove that public monopoly would be any better. Socialism means public monopoly. Of course, that nations and communities have certain natural rights as individuals have. Of course, that communities and nations should own and control certain forms of wealth. They should control and own all that wealth which, if owned and controlled by individuals, would give to some of them the power to rob the rest. That power individuals can only obtain through governmental privileges, through governmental abdications of natural governmental rights. There you have the colossal crime of all nations, ancient and modern, heathen and christian.

Suppress, then, all priveleges. Establish, then, equal rights. That means, plain honesty in the social compact. That would bring *honest ownership everywhere*. Why to make mountains out of grains of sand? Why not to see the beauty of *plain honesty in social relations?*

Assume for a moment that socialism is perfect. How are we going to snatch from the powerful the wealth and law-making power they control? By evolution, you say. The powerful have always laughed at evolution. They have always ruled through the revolutionary action of sword, rifle, and gun. And they stick to

those three elements to-day more than ever.

The same shall be the case with all other reform movements. How shall, then, reform come around? Through hunger and thirst after God's truth and fundamental social honesty on the part of a sufficient number of men in each nation. What we call evolution has always been revolutionary. It is all a question of the kind of men who handle those two forces. Even revolutions come without asking anybody's permission.

Please now connect our preceding analysis with the last presidential vote mentioned in paragraph first. Despite our criticism of the socialistic programme, we honor the 130,000 men who voted for it. And they are the only ones we honor out of 14,000,000 voters. The writer belongs to the 1,000,000 voters who did not vote. We have no objection to assume that a certain number of those who voted for the two large parties did what they thought best, in part at least, because they realize that over 95 per cent of the voters are not yet ready for the establishment of truth in national life. And in that 95 per cent we have at least 99 per cent of the so-called best men in the nation, those with the greatest intelligence, and the largest pocket book, those with the most important bank accounts, and possessing the bulk of the best investments. Does not that seem to endorse our whole analysis? And can we prove that we have at least 50,000, not only willing to stand by truth, but able to understand what that means in its application to social adjustments for the good of all?

SOCIALISM.

It is a fact that we may speak as many truths as we will for or against a project, and the truths will not be gainsaid if we speak indirectly, nor will our arguments be noticed. But once speak directly, openly, honestly, squarely, and it is as if we had touched a sore spot on the body—the mind is awakened.

To understand what Socialism is and means one must study and understand so-

cial and political economy. In fact, to argue or believe or to think truthfully and fairly on any subject one must know what they are talking about, and they certainly do not have command of their subject when they know but one side of it.

But it has always been true and perhaps always will be, that the great mass of people follow either an idea, or some recognized authority, as that of an individual. We are all followers to a certain degree, for what men thought and discovered in former ages, we think and use to-day, adding to it by our own experience and logic. As, for instance, we are all followers of and believers in the laws of gravitation discovered by Sir Isaac Newton; before him the law was not recognized and the deductions not made, but the truth and facts being recognized, no one disputes them to-day, and even those who never heard of Newton fall into line. And so with the discoveries of Darwin. But then Darwin has not been dead long enough for some people to cease making efforts to "refute" him.

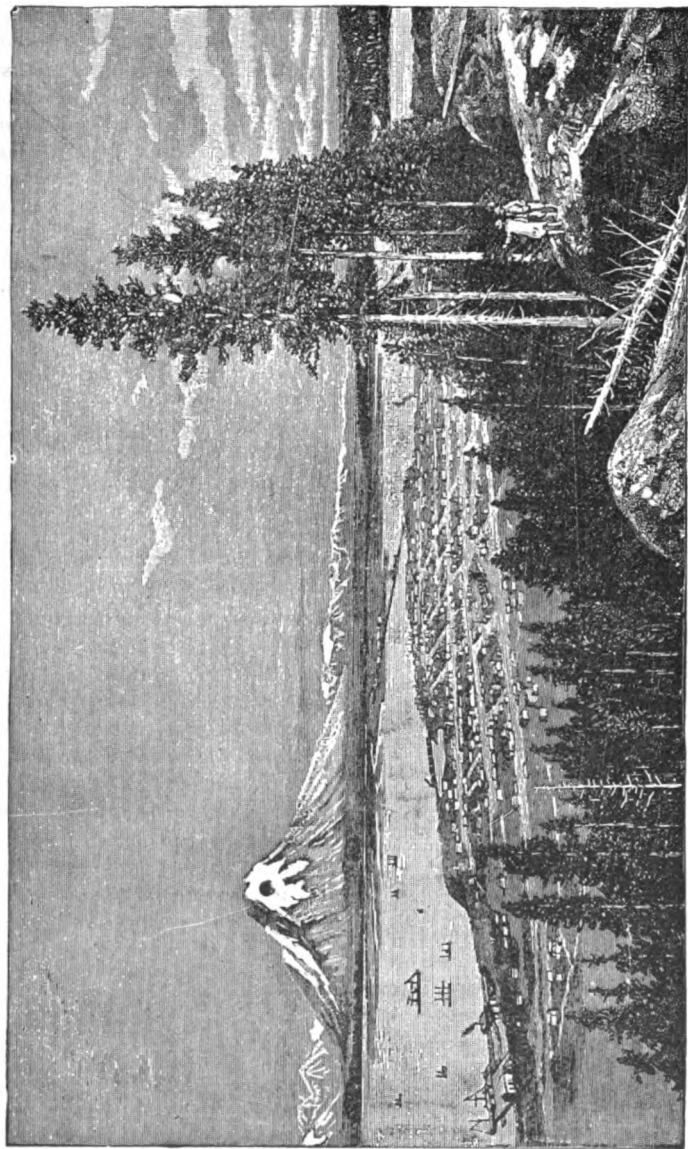
To many people of the present day they knew nothing about Socialism, and probably never of it until Bellamy wrote his "Looking Backward." They have devoured that and similar novels and light reading of the same kind, and, having swallowed it all down, set themselves up against the present social order without stopping to ask why or wherefore all this "disorder" and "inequality." They imagine that back of all this apparent "injustice" there are great combinations, great schemes and schemers, and that the masses are held as bound slaves. But even if we do have combinations, schemes and schemers, they fail to recognize the fact that star chambers in matters political, secret, drastic and dastardly combinations of schemers are nothing to-day as they were, and as they are related to us by the dark pages of history. It is not seen or recognized by some that present conditions are a vast improvement over the inquisition and debtors' jails.

In the minds of some, one must be a determined revolutionist, condemning everything and everybody not with our

own particular class, notwithstanding they may be for the unadulterated and unalterable truth, as found in natural laws made for us, of which we are a part, and which are as undeniable and indestructible as the universe is by any combinations of trusts or otherwise. Socialists are not agreed among themselves as to what Socialism really is; that is, as to what form it shall take. Some advocate communism, and collectivism; and then among the rank and file Socialism is anything that will give freedom. The kind most prevalent in mind is that of collectivism.

But when we come to think of the "scientific Socialist," with no "cut and dried plans and theories regarding the details of the new order," and only "a few broad principles," our mind wanders to some indefinite force of society, some condition that is somehow going to accomplish for the race what it is incompetent and incapable of accomplishing for itself—some form of society that simply by its institution will bring better things and a more desirable distribution of wealth. The mere contemplation of such a "system" does not prove anything. To lay out a plan on paper and assume that such and such will be the result without taking into consideration prevalent conditions, means nothing, except that the whole fabric is a supposition needed to be demonstrated by actual practice. To prove Socialism to be feasible and effective, argument must be based on economic law, and Socialism itself must be rooted and grounded in those laws, else it cannot stand. It is assumed by some that our present social and political institutions are founded upon man-made schemes and desires, but the great propelling force and the ultimate dictator has been economic law.

The greatest socialistic feature ever launched upon the world was that of Christianity, founded upon the fatherhood of God and the brotherhood of man, and that the founder Himself was a Socialist it is true, but of the kind which answered, "Render therefore unto Caesar the things which are Caesar's." Christianity proceeded on religious fervor and enthusiasm, which is almost always contrary to



MOUNT RAINIER FROM THE CITY OF TACOMA, WASH.
Courtesy of the Northern Pacific Railroad.

economic law. But while Christianity has done great and noble work for the world, and is doing much yet, it did such bad work for society that the people had to step in and separate church and state, which has proved a blessing, in that it threw the people upon their own resources and deprived them of the paternalism exercised by the church. Paternalism has always proven to be bad, except when the wisest and best of the race have been in office, which has more times been the contrary results than the one observed. The history of the church, in our opinion, is sufficient to prove the undesirability of setting up a paternalism in another form, which is surely that at which Socialism aims. Socialists may deny that it would work out to the end, basing their faith upon "equality" and the election of officers. But the officers would be chosen by the people, yet now with the fairest chances in a country so free as America, the people only "arise to the occasion" and will not at all times elect their best and most intelligent citizens to office. And more than that, remove all the "bonds" of compulsion or the "inducements" of a public election, and go into a small association where there is no "inequalities" and but a hundred members or less, and what do we find? About the same result. The person with the lesser intelligence, education and ability succeeds in being elected, where nine times out of ten, at least, the person best fitted will be defeated. The scientific Socialists know this to be a fact, and the non-scientific prove the accuracy of it by continually crying about corruption and the poor service rendered by public officers. But the faith of the Socialists, the non-scientific, who believe that some great and mysterious power resides in a simple change of conditions cut out of whole cloth, believe also that if matters were once touched with the magic wand of Socialism, Utopia would be upon us at once. Were there anything of the kind in nature it would have been discovered long ago, and all the powers on earth could not keep it from speedily coming to the top and establishing itself. If anything of the kind is in store for the human race it is yet

hidden in the womb of time, and can only be developed in the same way that the race has been developed to its present stage and condition.

Some talk of Socialism as if it was a new thing. It is as old as society itself, and to be in harmony with "things as they are" does not mean that one is not philanthropic, that he does not desire, or hope, and will make no effort towards the betterment of conditions and things, nor does it mean that he is not a Socialist in the sense of laboring for the greatest good to the greatest number at the expense of a few who would profit by a special privilege conferred.

The wresting of Magna Charta from King John in 1215, was one of the greatest of these social strokes which have been going on for ages; and the wresting of the colonies from King George in 1776, and the setting up of the Republic of North America was another. But some are pleased not to call this socialistic progress, and want the other kind—not the substantial, but the idealic. Such progress is not Socialistic in the sense of Socialism as a distinct species of political government. We call it political progress. Nor is the post-office a Socialistic institution, and those who hold it up as an argument or an example make a mistake. The post office is neither productive in an industrial sense, nor even self-supporting, and, if that is how industries would be conducted under Socialism, from whence would come the support? From labor? But labor is not a store house—it eats every day. The Secretary of the Treasury, in December, reported to Congress that for the fiscal year ending June 30, 1900, the deficit of postal revenues was \$7,230,778.79. And such is always the report. The balance being on the short side of the ledger. Nor is the Order of Railroad Telegraphers a Socialistic movement. It is simply an economic one, of the kind which always succeeds, and the kind from which we can only hope success. Whether these economic movements will lead to the establishment of ideal Socialism we have only to wait and see, for it is not the power of man, his ideals, and his specially di-

rected efforts only that have brought the conditions of to-day; they have come in spite of him, and when some other economic revolutionizer, such as steam or electricity, is discovered, other conditions will be created which we dream not of to-day any more than those dreamed not of before the revelation. Socialism is not a matter of "cut and dried plans," and neither is that of economics. But Socialism must be weighed and measured by economic law, as well as economics change with changed conditions.

To realize the "bigness" of the subject of Socialism, one must go out into the world and get experience and study character and human nature, and they must apply to themselves such questions as: By the virtue of what power would Socialism affect this or that condition? Why does that person not think and feel as I do, and why do they not see matters in the same light? Why does this or that person not act in harmony with me, or I with them, and, under Socialism, would I have the liberty to disagree, or agree to disagree? Indeed, what would the liberties and advantages be by pulling down the top and placing all upon an imaginary level of equality?

S. W. HILLER.

THE CONSPIRACY OF CAPITAL.

"Be what there may behind, I lift the veil."

A competent observer of events during the last decade of the nineteenth century, could not fail to notice an uneasiness and unrest among the people that was ominous of a fateful change in both society and government. The times were rife with signs of an impending crisis. Men were gathering and grouping and dispersing and realigning in a way that showed a deep-seated dissatisfaction with existing conditions. Their movements were like the movements of clouds that presage the storm. There were currents and counter-currents, a marching and counter-marching of forces, a crossing and recrossing of effort. The nation was in a ferment.

There was a manifest electric tension in the industrial atmosphere that was growing slowly but surely to the breaking point. Whatever might be the cause—the primary, the remote, the real root-cause of this alarming state of affairs—it was evident that the immediate, the apparent and proximate cause was the just alarm created by the accelerated movement of the wealth of the nation into the hands of the comparative few individuals and corporations. These private accumulations of capital were already so vast that they had become an acknowledged source of many of the most pernicious evils that beset society and government.

Chief among these evils was the reduction of the masses to a necessary and practically a perpetual poverty with all its attendant hardships and seemingly unavoidable loss of manhood and independence, resulting as it finally must in a distinct lowering of the national character and tone. And intelligently realizing the injustice and wrong of the situation, knowing that the condition was unnatural and artificial, the irritation and exasperation of the people were becoming dangerous to a peaceful solution of the difficulty.

A close second to this chief evil, second because the first made the second largely possible, was the corrupt and corrupting methods and power of the owners of these aggregations of wealth at every point in government and society and industry which they touched. Let Croesus be threatened anywhere with a curtailment of opportunity for increasing his profits or his possessions and consequent power, either by lawful competition or by governmental restraint, and promptly at the point of attack, whether in court or congress or political arena or in the field of commerce or industry, there appeared his corrupt and defiling representatives, each an expert strategist in the work assigned him, and the competition disappeared or the governmental powers were "fixed."

Nor was this Modern-Man-of-Wealth content to act only when threatened. His attitude was not alone defensive by any means, but it was aggressive and triumph-

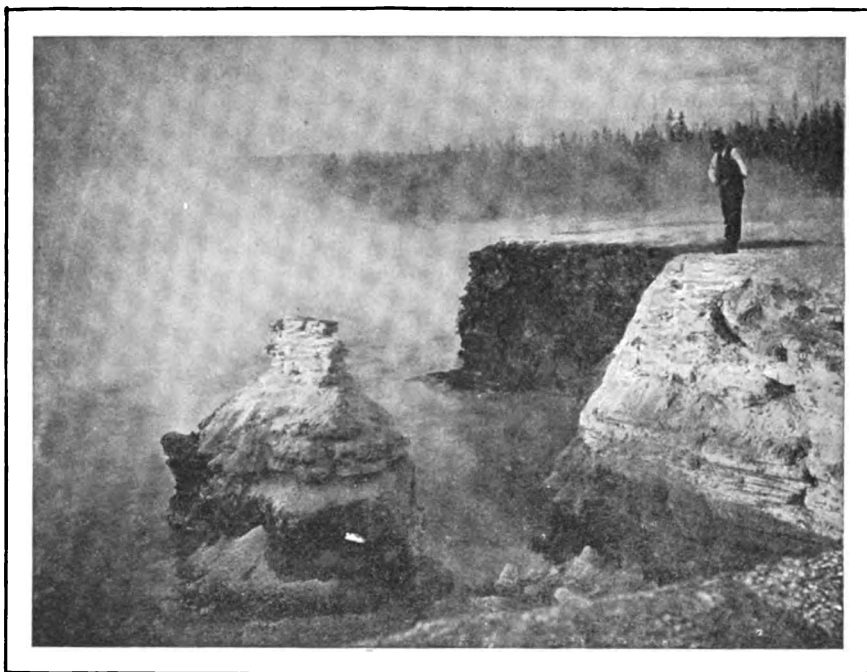
ant. Flowing from these pregnant sources of wrong and injustice, there came the overwhelming tide of evils that were adding their irritant poisons to the body industrial and the body politic. And this movement of wealth from the hands of its producers into the possession of its manipulators was, as stated before, an accelerated movement. It was constantly increasing. It had the terrible numerical momentum of a geometrical progression. The complete absorption of all wealth seemed to be but a question of time and continued opportunity, resulting as the natural end of this unnatural movement in an industrial dictatorship by the few. But the people were aroused to the danger of the situation, and their activity, though it seemed to be more the activity of ferment than of progress in any single direction, boded ill for the continuance of such an alarming industrial condition.

And notwithstanding the ferment and confusion of plans that was everywhere so apparent, there was a general drift towards a common purpose, and that purpose was the simple, but difficult one of curbing the industrial power of those dominating commercial and financial geniuses to whom the competitive system, the machine methods, and the organizing facilities of the times gave opportunities so large for the exercise of their peculiar talents, that the produce and labor of the masses were becoming as subservient to their manipulation and control as in other times the people themselves had been subject to military master-ships and governmental despotisms. How this one common purpose could best be effected was the supreme question of the times. The people were seeking in an earnest but ineffective way for an effectual remedy. In the hope of political relief they were moving from one great party to the other, or massing in greater or lesser numbers in new ones; and in the hope of direct industrial relief they were organizing societies and unions and orders and brotherhoods and alliances without number. Some of these going, as they believed, to the root of the trouble, sought to show the people that no relief short of a peaceful

reorganization of society under a new industrial system would ever prove permanently effective. But the great majority of orders and unions were simply defensive leagues organized by the laborers in particular occupations to protect themselves from a harsh use of the power which the competitive wage system gave to the great employers. And while they served in a manner as a temporary barrier to a full and free exercise of irresponsible authority of the latter, they were proving so inadequate and unsatisfactory that, discouraged and desperate, many were in favor of more aggressive measures. Indeed, at the time of the opening of our story, rumors of the formation of societies revolutionary in their objects and methods were already beginning to be circulated about and adding their mite to the feeling of uneasiness that generally prevailed. But evidently if they existed at all, it was only in the formative stage, for nothing definite was heard of their operations. It could not be doubted, however, that there were many persons whose real or fancied grievances or sympathies for the condition of the poor, or indignation at the methods of the rich, prepared them to join in any rash undertaking or desperate enterprise that might be presented to their notice. And as the times ripen to any action, the men who are to give it incarnate direction and force, ripen with them. So with this incendiary spirit that was spreading to some extent among the people; there were men able and ready to organize it. The industrial condition at the close of the nineteenth century was like one of those delicate chemical solutions which if gently and steadily agitated at the proper moment, will crystalize into beautiful and permanent forms; but which if shaken rudely or inopportunely, will explode with most destructive force. It was a condition which would require the most thoughtful consideration to determine satisfactorily upon what lines of principle and policy the coming revolution of industry could and would be effected; for the people felt sure that some mighty reformation was coming and that it would not be long delayed. And their

very activity, their arousalment to a sense of their wrongs, was of themselves an augury of their triumph, though that arousalment and activity displayed themselves in many evil and dangerous tendencies. The one thing imperatively needed was competent leadership to the end that the popular forces that now and then were gathering and threatening to break in storm, might be drawn benignly and peacefully into a different and safer order.

confident and overreaching than ever. He viewed the gropings of the blind giant with no feelings of alarm. That the scales might sometimes drop from his eyes did not disturb him. It was regarded as too remote a possibility to consider seriously. That a light might arise that would pierce to his dormant power of vision and awaken it, was also improbable. And yet both the improbable and the impossible were happening. The scales were falling and the light was rising. Trades union methods;



LOOKING INTO THE GREAT CRATER OF EXCELSIOR GEYSER.

Courtesy of the Northern Pacific Railroad.

But if the hosts of labor were thrilling with a new hope and a broader purpose and were grimly and determinedly girding themselves for the decisive conflict with organized capital which they saw approaching, the latter was in no wise cast down nor afraid. A long series of uninterrupted triumphs had made the capitalistic employer rather contemptuous of the purposeless multitude with whom he had hitherto to contend. He was more complacent and

trades union objects; trades union interpretations, limitations and applications of golden truths; trades union burrowing into the earth of capitalism in its search for industrial light; trades union acceptance of the system of private control; trades unionism as a way out of slavery and misery and degradation; organization alone as a panacea for the wage earners' wrongs; failing belief in these were the falling scales whose presence had so long blinded the

eyes of the laboring people. More and more they had come to see that the evils from which they suffered lay in the industrial system that permitted and encouraged the predatory instincts of the human animal instead of restricting and placing checks upon him. More and more they had come to see that effort was fruitless, that organization was powerless, that union was unavailing, however ably directed under the prevailing employing system.

The consciousness, too, was growing upon them, that capital so far from fearing the unions or their weapons, was actually making them its playthings; was corrupting their leaders; creating dissensions in their ranks and actually forcing strikes and boycotts to bull and bear its stocks, to raise and lower prices and to exploit in various ways both producers and consumers. But though faith in unionism, as then understood and practiced, waned as their vision cleared; though they saw that their organized strength ought to be turned against the industrial system through which their slavery had been wrought, they would not so direct it, notwithstanding the almost unbearable oppression of capital, until a new system had been devised that would stand the practical test of an objective demonstration. They would have no theories, no ideals, no edenic plan adapted to the pre-Satanic innocence of human nature under a primeval environment; but a system adapted to modern civilization with its herds of men, its crowded cities, its intricate life, its division of labor, its labor-saving machines and its large enterprises; a system adapted to the practical understanding, operation and control of the working people and to human nature as substantially evidenced in the actions of men. And the new system for which they were bravely and patiently waiting, though a revolution, an appeal to arms, though the blood and smoke of battle might be necessary to bring it fully about, must itself be not a revolution, but an evolution. That is to say, it must be seen to be a natural development from the old, with the useless and, therefore, burdensome appendages of the latter dropped, and its useful

features preserved and adapted to the new and growing powers of the times. And so anti-anarchistic were the American people, so functional had become the principle of self-government among them, that though tempted almost beyond endurance, they would not destroy until they could see a way to rebuild, and the rebuilding must keep pace with the destruction.

The new industrial system for which they had so long been waiting and looking had at last arisen. The American Trades Alliance had presented in the industrial plan, which it had adopted, a method of reform and reconstruction, practicable and safe. And the Trades Union Army was now ready to exert its organized strength in the only display of force necessary, namely, to burst the bonds of technical legal right by which, under the sacred names of constitutional guarantees, court decrees, legislative enactments and vested rights, capital had, through its corrupted and class-influenced courts and congresses, so skillfully bound the old industrial system to the political, that to unravel peacefully would be, if not practically impossible, so tedious and slow as to be intolerable to the toiling victims whom it had reduced to a practical, perpetual daily dependence upon it for access to the means of supporting life, and before whom was displayed a practical system of industrial freedom within their grasp, but for those unnatural bonds.

Organized labor (thanks to the oppression of capital that had forced it into organizing) was now ready for the revolution which alone is ever justifiable or substantially effective—the revolution that is directed against those artificial barriers which class, through its manipulation of law and government, has erected across the path of human progress.

And yet the capitalistic employer, idolatrous of self, contemptuous of his labor-slaves, his man-machines by whom he was supported; secure in the belief that the bonds could never be broken which he had so firmly wound about what in his Christian phariseism and superior power he sometimes smilingly called the "many-headed

monster," the people, complacently and confidently proceeded to the undreamed destruction that awaited him. He had mistaken the revolutionary power of organized labor to strike an effective blow for freedom. He had mistaken patience for submission and perplexity for impotence.

In marked contrast with the formal meetings of the working people in their societies and unions and delegated assemblies, were the gatherings of their controlling employers. The former were characterized by a seriousness that was individual and personal, by a manifest feeling that they were assembled for mutual self-protection against a common aggressor, and by a potentiality of tragedy revealed in their reports of strikes and lockouts and relief funds and boycotts and arbitrations and grievances, that was none the less grave because it was common-place. They gave one the impression of being councils-of-war on the part of those sorely besieged or against whom was going the tide of battle. And that was what they really were.

The latter on the contrary were simply business conferences among men who knew what they wanted and how to go about getting it. There was no individual or personal concern displayed or felt. If there should be any gravity or seriousness in the situation which they were met to discuss, it was only a business gravity and seriousness. It did not affect them in an individual or physical way. The morrow's bread and clothing and living did not depend upon it. It was simply a matter of more or less dividends, more or less plunder, more or less power for the corporations or trusts which they represented. Their meetings, though they had their societies and associations, too, were for the most part informal and often with a rich veneering of the social and convivial and luxurious. Their gathering places were bank parlors, private offices of corporation presidents, back rooms of stock exchanges and banqueting apartments of aristocratic caterers. Sometimes they met simply on invitation of some of the more powerful among them to complete the details of policies upon

which there was already a partial, positive agreement or tacit understanding. And frequently the most powerful combinations and audacious and unlawful conspiracies were effected at these most informal conferences. Indeed, it had become the favorite method of the capitalists of the times to resort to such informalities of consultation and agreement when some particularly "important" matter was to be undertaken. It relieved them of much of the "embarrassment" that might arise from a too strict adherence to business forms in the way of memoranda of agreements, written contracts and other tangible evidence of various kinds. And besides they were not needed among men whose honor was bounded alone by their self-interest, especially when the advancement of those interests was the sole object of such conferences. A "gentleman's agreement" was all that was necessary. It had been so, since at least the days of Robin Hood, and the capitalists of the nineteenth century would not be the first to break so ancient and honorable a tradition concerning the ethics of their profession.

It was to one of these most informal conferences that a number of the most powerful "industrial magnates" of the land were gathered near the close of the last century. That the great employers of the country had under consideration a plan of concerted action of some kind inimical to organized labor could not be doubted. But it could not be said that the meeting of the barons of wealth on this occasion was secret in any sense except that it was a private assembly of corporation presidents in an unofficial capacity in the private offices of one of their number for the discussion of matters pertaining to their common interests which they did not care to make public. The New York papers, for it was in that stronghold of capital that they met, had the usual account of their arrival in the city, but as the reporters were told that there was nothing to give out, too much respect was had for their influence to make any further mention of their movements.

CLINTON BANCROFT.

A NIGHT OWL'S DAY DREAM.

"I had a dream that was not all a dream."—Byron.

Not by a long ways! It was too awfully realistic and frightfully true.

I thought I was in St. Louis just after a great and wide-spread railroad strike, in which I had taken an active part, and had therefore "queered" myself for all time with the railroad companies; so I started out to explore new channels for my indomitable genius and industry.

I had heard and read much about the coming reign of the "New Woman," and of the great revolution in social and industrial conditions that her advent was about to effect. Little did I imagine that I was so soon to be brought face to face with the practical workings of those fantastic theories, that for the past century have been kept before the public mind by short-haired women and long-haired men.

I began my search for employment with a confident mind and buoyant spirits. Being an "old time" telegrapher, I thought I would try the commercial companies for a position. The manager was the only male employe in sight. When I made known my mission he led me, without a word, to the bookkeeping and operating rooms. Every chair was occupied by a lady clerk or operator, and the answer to my application was complete and final. It was a pretty sight, and one against which I could not find it in my heart to rebel. There was nothing uncanny or incongruous about such a spectacle. The associations of a commercial telegraph office are not such as to compel a woman to lose her femininity and refinement by too close and frequent contact with the public. Let her scratch away at the error sheets and fling the lightning from her deft fingers, and may lightning strike the miscreant who would cross her path of honor and success.

As I am also a stenographer I tried several of the leading law and commercial houses. The answer was uniform throughout. "No, we employ lady stenographers exclusively now. They are neat and accurate in their work, are satisfied with half the salary we used to pay men, and, more-

over, are very pleasant to have around the office. They never get mad and swear at the machine, and don't assume to represent the firm in the absence of the manager."

"Here," said I, "I draw the line." The atmosphere of the average law, insurance and railroad office is too rank for the delicate and sensitive plant of feminine virtue to thrive in. The bloom of modesty and that subtle something we call refinement once lost is rarely restored. It is that quality which exercises a restraining, civilizing influence over men, and without which he would soon lapse into savagery. Where does the average young man of solid sense and good morals prefer to look for a helpmeet? In the office, or in the kitchen? In which place is my sister in most danger of losing social caste?

Next I tried the street car service. Surely, here is a field where none of the gentle sex will care to compete as bread winners with men. But to my surprise and consternation I saw that male conductors and motormen were being rapidly displaced by females dressed in special uniforms designed by Jenness Miller. In seeking an explanation from the superintendent of the tramway lines, I was informed that he had decided to employ all women who applied for positions in preference to men. "They are polite and obliging to passengers, never 'knock down' cash fares, never talk strike, and are content with half the wages formerly paid to men."

It occurred to me that I could earn my "grub," at least, by running an elevator. Here again I was doomed to disappointment. "No, we have discovered that girls make good elevator boys. They don't smoke cigarettes while on duty, are always on time in the morning and can be employed for \$4 a week."

Almost despairing, I sought out one of the leading restaurants, hoping that in some capacity, however menial, I might keep soul and body together by honest industry. One look through the establishment crushed all aspirations in that direction. The whole concern, from cashier to dishwasher, was "manned" by females.

Heartsick and with an aching void somewhere below that organ, I turned from the hash joint and shuffled down the street, wondering what should be my next move, when a happy thought struck me. I was ever a lover of rural life and agricultural pursuits. I would hie me "far from the madding strife" of city and town, and in some sequestered mountain nook where

the "New Woman." Rejoicing, I staked my claim, and hastened to the land office to ask my Uncle Samuel for a slice of his domain on my rights as an American citizen. "You are too late," said the land agent. "That section was filed on last week. Four old maids who had become independent by school teaching have taken it up for a stock ranch. They are going to



MOUNT HOOD FROM THE CITY OF PORTLAND, OREGON.
Courtesy of the Northern Pacific Railroad.

none but the wood nymphs would ever think of disputing possession with me, I would wrest a livelihood from the soil or pasture my flocks on the green mesas of the Sierras. I found an ideal spot for a hermit's home near a crystal mountain lake, so far from the byways of men that I fondly imagined it would never be invaded by the well-nigh ubiquitous steps of

build a four-room house on the center of the section, each claimant living on a corner of her respective claim, thus complying with the homestead law, and at the same time forming a sort of mutual aid and protection society. They will make it win, too. They are all good horsemen, and can rope a steer, break a broncho, hook up a six-mule team and drive to town with a

load of wood, and are as handy with a gun as any old-timer in the Sierras."

"The game is up," I exclaimed. "The 'New Woman' has come, and come to stay."

Denuded of my last hope I fled back to the city, determined that as there was no longer any place for me in the world I would take my way out of it by the shortest route possible. Pondering this desperate expedient I was wending my weary way toward a 15-cent lodging house when my eye caught sight of this strange "ad." on a bulletin board in front of an employment office:

"WANTED—Five thousand men to work on the canals of Jupiter. Good wages guaranteed and free passage via the Interplanetary Transportation Company's line. Inquire at the office for further particulars."

"There, that's your only show in the world' (or more properly, in the solar system) to get a job," I exclaimed, as hope revived and thoughts of suicide vanished. Straightway I entered the office and without much further inquiry enrolled as a passenger in Count Zepelin's magnificent new airship Venus. I *did* take the precaution, however, to assure myself on one point. "How about cheap contract labor and women's suffrage on the planet," I asked. "The inducements for permanent residence in Jupiter are very strong," replied the well-informed clerk. "The women there are exceedingly domestic in their instincts, and would not care to compete with men in any vocation except those that are naturally fitting for both sexes—such as teaching, telegraphing, nursing, shop-keeping and the like. Most of them are ambitious to shine as homekeepers, and are content if they may exercise a most powerful, though indirect, influence on public affairs, by molding the characters of their boys and presenting them to the state as Christian citizens. Their realm is the home, and their throne the hearts of husband and children. Jupiterians have a single tax law that helps this matter out greatly. It isn't Henry George's idea exactly, but just as beneficent in its results. A tax of \$600 per year is imposed on all old bachelors who have had at least one good

chance to leave single wretchedness and who still persist in remaining single."

Box CAR BILL.

(To Be Continued.)

LABOR LEGISLATION.

The tale of labor legislation before this session of Congress is easily recited and remembered. It is:

The Eight Hour Bill.

The Prison Labor Bill.

Both are quietly reposing in a Senate committee.

If the petitions urging the enactment of this legislation could be rolled up in one monster document, it would be the greatest thing ever presented to Congress.

It is a pity this may not be done. Deluging the individual Senator with petitions and resolutions has its effect. It leaves him in no doubt as to what organized labor wants.

If he decides to ignore the matter the petitions go into the waste basket and there is the end of the matter.

During the first session of the Fifty-Sixth Congress more petitions were received for the passage of the Eight Hour bill than for any other measure presented before Congress. Did the general public realize that? Not at all.

Hence the suggestion that the filing of petitions with individual Senators might with good effect be supplemented by a demonstration which neither the Senator nor the newspapers could ignore.

It will be remembered that the mammoth petition against the seating of Roberts was wound on a big cable spool and paraded in the streets of Washington, and finally deposited before Congress.

It was this mammoth object lesson, rather than the merits of the case one way or the other, which decided the vote of many members. It scared them. It was a concrete illustration of the force of public opinion. It was accepted at its face value without the slightest investigation as to the validity of the names.

Organized labor has a greater power than any petition of private individual, on a

matter of private opinion. It is asking for something which will directly benefit every wage worker in the country. It would get what it asks if it could only convince legislation how great and united a force it is.

This being the short session, labor legislation is likely to be crowded aside by matters which Congress considers of more importance. There are the big appropriation bills to be passed, probably the ship subsidy measure, and the army bill simply must go through.

The latter is taking a lot of time and causing acrimonious debate. Regardless of party, there are many members of Congress who feel that the creation of a big standing army commits the country to Imperialism, and that it indicates a big expense in the Philippines for years to come.

Not much has been said about the probable use of a standing army to settle industrial disturbances at home, but the protest of organized labor along this line has set many people to thinking. Still there seems no doubt whatever that the bill will be passed, and that it will call for at least 100,000 soldiers.

Compulsory Arbitration? Members of organized labor will receive numerous copies of President Gompers' able speech against Compulsory Arbitration, delivered at the conference on Arbitration recently held by the Civic Federation at Chicago.

Many representatives of labor came directly to that conference from the A. F. of L. convention.

They made it clear that compulsory arbitration is simply a scheme by which the law would compel men to labor, no matter what conditions were imposed by the employer. This is practically slavery. It is well that the public should understand what it really means.

The Civic Federation conference put a quietus on the Compulsory Arbitration fad for some time to come. The testimony from both sides showed that voluntary arbitration boards are doing the only successful work being accomplished along this line. For voluntary arbitration to be successful certain conditions must be secured.

Ever since Henry D. Lloyd came back from New Zealand last year with his enthusiastic description of compulsory arbitration in that country, there has been much vague talk about the value of adopting it in this country, to prevent strikes and bring about industrial peace.

Mr. Lusk, the representative from New Zealand, while enthusiastically commending the plan in his own country, admitted that it would not work here.

It is interesting and instructive to note a few conclusions that grow out of the addresses made at the Civic Federation conference.

First. It was clearly shown that wage workers have been in the vanguard in proposing arbitration.

Second. That voluntary arbitration, in so far as it has been a success, has necessarily been preceded by thorough trade organization on the part of the workers.

Third. That thorough trade organization has been a most effective preventive of strikes. Employers are less apt to invite strikes or impose lockouts when their workmen are well organized.

Fourth. That the unorganized workman has very little to hope from public sentiment as a help to arbitration. As long as he remains in that state he will be met by the "Nothing to Arbitrate" ultimatum of the employer, no matter how just his grievance.

For the latter reason it is a pity that President Gompers' speech cannot be widely distributed to unorganized labor. The education is badly needed there.

EVA McDONALD VALESH.

WANTS TELEGRAPHERS LICENSED.

The representative from Great Britain to the Arbitration Convention, which was held in Chicago in December, said in part:

"The trades unions of Great Britain have spent millions in strikes, and were invariably worsted until they changed their mode of defense against the avaricious corporation. They now see that the laboring man's representative to Parliament is elected, and that laws are made which are favorable to the wage earners. * * *"

There is no doubt that the O. R. T. and all other labor organizations would have greater success if they would turn their attention to the legislative halls, and see that laws were made which would give the laboring people of Uncle Sam's domain better treatment from the hands of corporations. Why can't we have laws that are as favorable to the wage earners here as the people of Australia?

We can have them if the wage earners of the country will only open their eyes and see where they are drifting.

Strikes may be necessary in some instances, but they should always be avoided if possible, and the only successful way to prevent them is by the ballot.

Now, for instance, if every State in the Union had laws compelling operators to pass an examination before a board of examiners before they could work as an operator. No doubt there would be a different story to tell on the Santa Fe. Do you suppose that the Santa Fe could have secured enough operators to fill the places of the strikers?

We will suppose an operator should receive a certificate from the board of examiners if the operator could receive fifteen words a minute. That would take all the operators who would be man enough not to "scab."

There is no reason why operators should not have to pass an examination, the same as doctors and other professional men who have lives placed in their care. Name me the doctor who has more lives placed in his care than one of the operators along one of our busy roads. I'll venture to say there are none to be found.

Would the people call in a doctor to attend a sick child if that doctor could not show a diploma from one of the best medical schools? No, indeed, but these same people will allow their children to ride on trains that are moved by telegraphic train orders, when it is very likely that some would-be operator had made a mistake in recopying an order and be the cause of a head-end collision, killing these same children, whose parents were so particular

to have the best medical aid given them while they were sick.

The public does not understand these questions, or there would be a great cry for operators who had passed an examination as to their ability to handle trains by telegraphic service.

Let the O. R. T. put its energy to the task of having laws made compelling operators to pass an examination before they can take charge of railroad stations and working in commercial offices, and there is no doubt that strikes will be reduced to a minimum. Operators will be enjoying living wages then, which, I am sorry to say, they are not on some of the railways, but the dividends every quarter always show up for the stockholders.

C. B. RAWLINGS.

FROM OLD MEXICO.

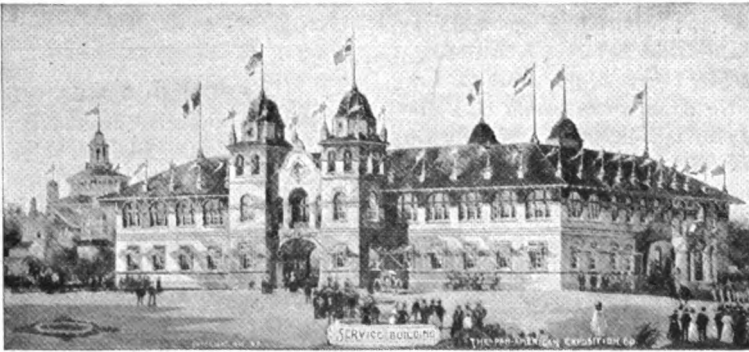
I believe that the Order makes a serious mistake when they take up a local grievance on *any part of a large system* without first having ascertained beyond a question of doubt whether there is any grievance on any other part of the system, so that in case there were grievances on, say the So. California, the G. C. & S. F., also on the Chicago Division of the Santa Fe (all on the same system) these various grievances could be handled at one and the same time. Should it become necessary to strike in order to settle said grievances, the members on said system could then strike in unison and effectively, too. I don't believe in this piece-meal way of doing business; it is unnecessarily expensive to the Order as well as to the company involved. By way of an illustration: We take up the grievance of the So. Calif. men and it becomes necessary to order a strike, calling on all the members of the Santa Fe System to strike in sympathy. A few days or weeks after this trouble has been settled we take up the G. C. & S. F. trouble and it again becomes necessary to strike, calling on the members on the system to again strike through sympathy. Then in a month or so we take up the Chicago Division trouble and for the third time are forced

to strike, calling out the members on the system in their third sympathetic strike. Does it not occur to you that there is a limit to the endurance of the members as well as to the patience of the railway officials? I believe that if the above policy is persisted in it will prove suicidal to us as an organization. In my estimation I believe it would be a good plan to have an agreement or understanding with the general officials of all large systems whereby our general grievance boards could call upon said officers at their general offices, regularly, say in the last week of September of each year, the object being to settle any differences that might exist between

per cent of all grievances could and would be settled to the satisfaction of all concerned without resorting to a strike. Both parties would look forward with pleasure to these annual meetings, and they would soon become a sort of annual family reunion. Each having the interest of the other at heart much good would be accomplished, in fact, I believe such meetings would be of incalculable benefit to all concerned.

I would like to hear from others as to what they think of this plan. As this is my first communication to *THE TELEGRAPHER*, think I had better cut out.

GRAND DIV. 4742.



SERVICE BUILDING, PAN-AMERICAN EXPOSITION, BUFFALO, N. Y.

It is at present occupied by a large force of officers and employes having immediate charge of the constructive work of the Exposition. It will be the headquarters of the Police and Hospital service during the Exposition, and for the accommodation and comfort of those whose work requires their continuous presence on the ground.

members of the Order and the railway company. Should there be no grievances, so much the better. The meeting would be, however, of interest to both parties. The officials would be able to secure much valuable information regarding existing conditions on the various divisions of the system, suggestions for the betterment of the service, etc. The membership, on the other hand, through their committee, would become better acquainted with the head officials of the road, an interest in, and respect for, each other would be aroused and an altogether different feeling would exist than does at present. Should the above plan be adopted I believe that 90

AN EVIL SPIRIT AMONG US.

There seems to be some commercial telegraphers afflicted with the evil spirit of "laissez-faire" (let alone; suffer things to have their own way). They are right where the employer wishes them to be—in a state of apathy, like the sluggish waters in the sea of despondency. Unable to find an outlet, and thereby create action, the waters lie still until covered by the green slime born of inertia; and, even the wind of Heaven cannot create a ripple upon the surface of the sea. Neither can reason disturb the condition of a human being afflicted with the spirit of "laissez-faire," until circumstance awakens him from his

self-hypnotized condition. To endure injustice without a single word of complaint, nor a single effort to correct the evil, may be considered by idealists as a commendable exemplification of patient submission to the will of a Divine Providence, but to my mind it is merely the lapsing of a human being into a semi-slavish condition.

To the query made by the deserving: "Why am I so oppressed?" I cannot reply: "It is the will of Providence," because I feel that naught Divine is responsible. The constant grind, grind, of the capitalistic treadmills of industry whose avarice greatly exceeds the Shylock's desire for his pound of flesh, is responsible. The man afflicted with the spirit of "laissez-faire" is responsible, for his very affliction is due to his own weakness in submitting to unjust conditions, and his submission encourages that condition. From my point of mental view, the human being who is absolutely contented in these days of industrial oppression, commercial brigandage, and social criminality is dead, because of his evident indifference to progress or retrogression; a mere animal satisfied with whatever is thrown to him or whatever may come his way; submissive to any condition and rebelling against no injustice. The higher ideals of humanity protest against the evils arising from the influence of the spirit of "laissez-faire," for they hinder the expansion of these higher ideals and the bringing of their influence to bear in a practical way upon human life.

When I review the conditions surrounding the labor of the commercial telegraphers, the long hours of toil required from even the most skillful in order for them to secure a respectable wage; and the tyrannical usurpation of their rights as individuals, I wonder at the lack of moral courage which permits such conditions to exist. Man subjected to continual oppression has either to rise in rebellion or submit. As we glance backward, history in no single instance indicates that man has not rebelled again and again against injustice and a slavish condition, to a lesser or a greater degree, according to his ability to

do so. History also proves that man always hoped for relief from slavery and injustice, and never overlooked an opportunity to aid in its bringing about. But, in this twentieth century, with all our boasted progress and multiplied intelligence, here and there we find toilers who have reached a plane of thought (if they think at all) much lower than any occupied by the slaves of the past. Discouraged by present conditions and past failures to obtain justice, they have tacitly submitted to the will of the master; and, so far as the commercial telegraphers are concerned, a prominent official recently remarked: "Oh, it don't matter what you ask a commercial telegrapher to do, what you pay him, or how you treat him. The craft has not the courage to organize properly, and would not if wages were half what they are now."

While admitting that too many are afflicted with the spirit of "laissez-faire," still I do not agree with the opinion quoted. The existence of the Brotherhood of Commercial Telegraphers proves that there are men and women who have the courage and the desire to organize. It proves there are commercial telegraphers who feel the injustice of a system of employment which yields over them a notice of discharge and its ally, the blacklist, while denying them the right to organize for the protection of their skilled labor, or for any other purpose which some official does not approve of. There are men who dare to rebel against the curtailment of their rights and privileges as American citizens. Denied the privilege of association in the lodge room, which other classes of organized labor enjoy, they have resolved to organize secretly without lodge rooms for the hired spy to secure information in. But what a condition in this progressive age! What a submissive condition for American citizens to be forced into by the power of organized capital! Men and women slaves to the gigantic money power which owns the telegraphic machinery of the country! The longer the slavish condition is tolerated, the worse the condition of the worker. No beneficial changes can take place unless

the craft arouses itself. Through organization, evils can be remedied and the usurpation of individual rights checked. But, a few thousand members will not make an organization for a craft like ours that numbers many thousands. What are you going to do? Remain in a rut, cowed and brow-beaten by the power of a tyrant, or arouse yourself and endeavor to exercise the latent power which labor possesses, and which it can only safely exercise, peaceably and quietly, through unity of action and thought brought about through organization?

The commercial telegraphers have for a long time occupied an unique position in the world of labor. There is scarcely another craft unorganized. Every one of them encountered greater difficulties than we have to contend against. A few men stood up in the industrial arena and defied opposition by pushing the work of organization. Members, when membership could be counted by hundreds, contributed freely from their wages and made personal sacrifices. When it was impossible to secure employment in the workshop of their trade, they sought other employment, but the work of organizing continued. The blacklist, the lockout and threats of all kinds did not swerve them from their purpose; and the national unions (75 in number) stand to-day between the shylocks of industry and those who labor in their great workshops. The employees of the two great telegraph companies of this country that control the transmission of the telegraphic letters of the people, are the only class of skilled labor that makes no effort to secure for itself a deserved compensation and just and equitable treatment. There is no good reason for this. The denial of the privilege to organize by one of these two companies is not a good reason. Because it threatens the craft with penalties is no reason why the craft should be cowed into submission. Let us resolve to make this young Brotherhood a conservative, far-reaching power for good. It is nobler to die in battle than rot away one's existence in a slave pen. And, after all, are not the threats made impotent, when a secret brotherhood already exists?

Think it over. Hand this journal to your neighbor.

J. R. T. AUSTON.

FROM OKLAHOMA TERRITORY.

Referring to Vol. XVIII., No. 1, page 47, TELEGRAPHER, January, 1901, article by E. R. Cram, Item No. 4, "What Legislation Does the Telegrapher Most Need and How Shall It be Secured?" from the standpoint of one of the men who was a participant in the late strike on the Santa Fe, the law that would have been of the most service to us was one that would have made it absolutely necessary for every operator (scab or otherwise), to have to have a "license" before being allowed to do any work for the Santa Fe Railroad Co. And to guard against fraud in the issuing of licenses, there should be an examination fee of not less than \$10 charged by the examining board to each and every applicant.

Agents and cashiers not connected permanently with the telegraph service who happen to be operators, must secure license in same manner as new men in the service, before being allowed to do any work.

A constitutional law of the foregoing character in force in each State through which the Santa Fe road runs would have been a God-send to the men who had the nerve to stand by their colors in the late trouble, and in the future be a guarantee to both sides that no such trouble would be allowed to occur.

The way to get such laws passed and in effect in the different States, in the opinion of the writer, is for the management of the O. R. T. and other affiliating orders to select some State most susceptible to the influence of reform legislation, and devote their whole time and energy to securing such a law in that particular State, then to some other State and so on, until every State is covered by a law to the above effect, that is constitutional.

That to get such a law passed in any State will take a vast amount of political work and wire-pulling is to be conceded, but as long as the end will justify the means, the sooner it be commenced the

better. And it will never do to leave such a matter entirely to the men working along the line, as the most of them have no time for politics, and would only get discharged for openly advocating any such thing. A legislative fund should be created by each railway order, and then the different orders get together, determine on what legislation wanted and where, and unitedly go after it. Legislation favorable to any branch of the railroad service can be secured in no other way. The writer believes that the late Federation should be reconstructed at the very earliest possible moment, a political fund raised by levying a tax of a few mills on the dollar of all dues paid, and said funds used under the directions of the board of control governing the Federation until such legislation as may be determined upon is secured and properly enforced.

If the Federation can be reorganized and a joint legislative plan be decided upon, the ways and means would not be long in being developed.

Yours in S. O. & D.,

H. L. ATHERTON.

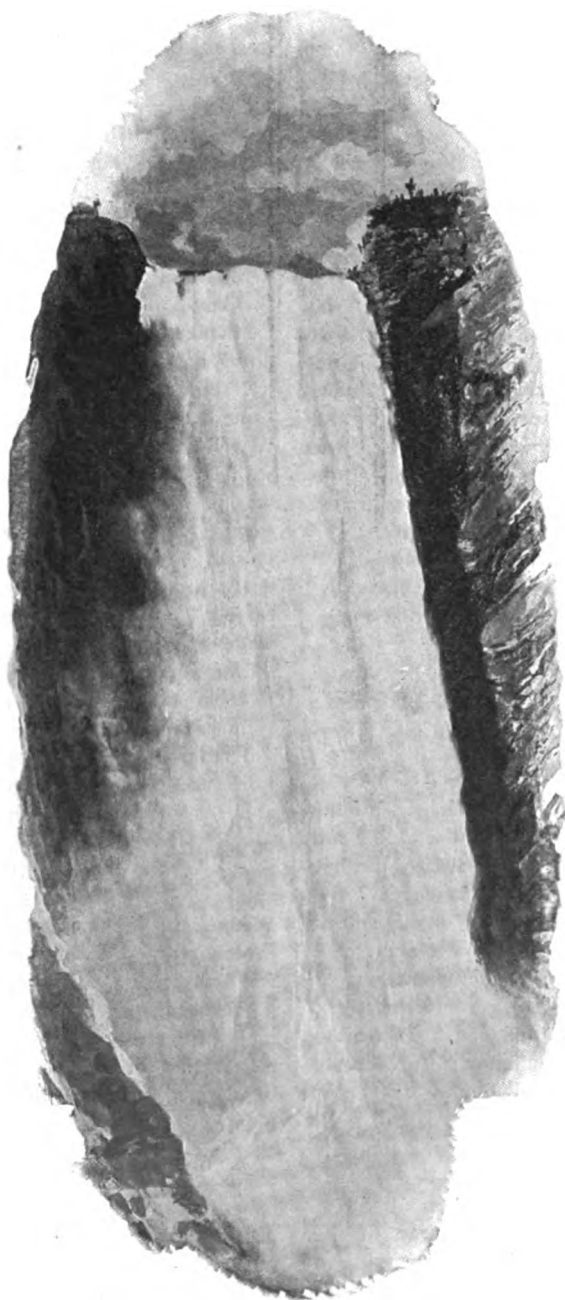
A PANACEA FOR POVERTY.

Poverty is defined as a deficiency of the necessities of life. Food and clothing are the two principal items needed by the human race, and to secure these regularly, without compromising liberty or happiness, is becoming a serious question to many people. Could all men have the opportunity of performing labor at fair recompense, these necessities might be supplied, thus removing the cause for the nightmare of poverty which discourages and blights the most hopeful heart. I venture to assert right here that were there less occasion for poverty there would also perhaps be less reason for the liquor traffic, and its attendant crimes. Charity is a natural trait of the human heart, inclining those so disposed to relieve their needy fellowmen in a temporary manner. This is done in various ways generally by means of the free lodging and soup houses, and while these methods are commendable so far as they go, yet they furnish only brief respite from

hunger and cold for those actually needy. The same amount of money that is now expended in temporary relief, could be used to much better advantage in furnishing permanent assistance, besides creating in the breast of the recipient a feeling of independence, which our present handling of charity fails to do, as the disbursements being mostly gratuitous, no recompense is required from those to whom aid is rendered, and no wealth is produced from the labor and money expended. It is no particular credit to our present methods of doing business that any necessity for charity should exist, but having to exercise some means of relieving the destitute, it is well to consider some improvement that would reduce the demand for philanthropic work. Recent statistics have proven the extravagance of dispensing charity in the city of Chicago, claimed that it costs two dollars to disburse every three dollars received. This is very likely the rule in all large cities, and there is no doubt but the larger portion of the cost of doing charitable work is received by a class not actually in need of the same.

The larger portion of philanthropic donations are contributed toward the support and endowment of churches, colleges, libraries, hospitals, etc., and while the motive is good, and the offerings gratefully appreciated by those able to accept their advantages, yet there is another class who cannot always accept the opportunities offered by these institutions, because the pressure of poverty compels the employment of every hour, in order to provide the necessities of life for those dependent upon them. A little more wisdom in applying the vast sums now expended in charity would tend greatly to improve the condition of those in need. Figures published recently estimate the total amount disbursed in charity during the year 1899, in the United States alone, as eighty million dollars (\$80,000,000).

This enormous amount of money would provide homes for at least 160,000 families, if used in the manner which I shall describe, and in five years would almost entirely abolish poverty, and at the same time



NEAR VIEW OF YELLOWSTONE FALLS.
Courtesy of the Northern Pacific Railroad.

minimize any demand for future charitable institutions. The true philanthropist naturally seeks some plan of relief for his less fortunate brother, but it is hardly consistent, if hungry, to think of sending him to the church, college or public library until the more pressing demands of the inner man are supplied. Instead of sending the needy brother to the free lodging or soup house, suppose we offer him the opportunity to become an independent citizen, earning his own way to possession of a home, at the same time furnishing a safe investment for all capital, and not curtailing any extension of this benevolence that it is cared to exercise.

The suggestion for the plan of philanthropy desired is this, raw land being one of the safest and surest bases of wealth, can be secured in nearly every State of the Union at a trifling cost per acre. A beginning of this plan could be made on 100,000 acres of land, the same furnishing homes in 10-acre plots for 10,000 families or about 50,000 people. These tracts could be sold on the 10-year payment plan, or a life lease given to the parties occupying them, all the improvements in the meantime adding to their value, and making the securities good. The interest, or rental rate might be made so low as to be no burden whatever, and payments so arranged that the purchaser could pay in labor, produce, or cash, governed, of course, somewhat by the demand for these commodities.

In such cases that families were without the necessities of life, these could be furnished for a few months until their crops matured, or wages sufficient could be earned. In a timbered country all the material cleared from the land could be used in one way or another for the erection of homes, and in a prairie State it is quite common to find good brickmaking clay or building stone, which would answer the same purpose, besides being more durable, even if costing more.

Now the adoption of such a plan as outlined would have the effect of relieving our cities of great numbers of the worthy poor, they becoming almost at once producers of wealth instead of dependents on common

charity. While the method suggested has been applied to some extent, yet not strictly in same manner as proposed, nor of sufficient magnitude to attract public attention to the possibilities of such an act of charity and business combined. An undertaking something similar is that adopted by the Salvation Army in Colorado and California; these have been very successful, even after paying the rather high rates of interest charged, and have proven both a profit and blessing to those who have accepted this opportunity of making a home for themselves. Might not some of the objections to a charitable scheme of this nature come from those who are financially able to carry on such an undertaking? The argument might be used that the common people thus obtaining homes would become independent, and good labor becoming thereby scarce, would cause wages to advance; also, that products of the soil becoming more equally distributed among the laboring classes, might make it somewhat difficult to corner the market for speculative purposes. While these objections are more or less true, yet are such as find lodgment only in the selfish heart causing antagonism toward any desire to promote relief for the needy. But if our charitable efforts could be concentrated in an effort of this nature, it would mean the beginning of better days, and better hopes for the human race, men would be drawn together in that bond of brotherhood so much desired by all, progress toward which is being obstructed by business methods of the present day, thus preventing that feeling of good will that might be brought about by an effort of this kind to benefit the needy and unfortunate. As to the manner of securing a desirable class of people, thoroughly honest and reliable, that desire homes, this could be done through the various churches and societies of our cities, as they always have more or less of the deserving and needy ones under their care, and these would be only too glad to avail themselves of an opportunity to possess a permanent home.

The question of transportation to any point where it was proposed to inaugurate

this plan would be no objection, as hundreds of willing hearts would contribute the small amount needed for this purpose. The preference ought in all cases be given to men with families. The writer has no criticism to offer concerning donations made to religious and educational institutions, but those advantages might be enjoyed by a greater number of people, if the plan suggested was put into effect, as it would gradually obliterate poverty, and enable those with limited means to embrace the opportunity offered to secure an education. To the man or woman who will inaugurate such a system of permanent relief for the poorer classes, I venture the prediction that much happiness will accrue to them from the sense of having performed a duty, and been a means of conveying joy and contentment to thousands of hearts, now almost devoid of its meaning. From a business and financial point of view no loss could possibly ensue if such venture were properly managed, each day would witness production of wealth added to the property, enlarging the resources, and guarding thereby against failure of the enterprise. The possibilities of so much good resulting from such a plan of charity are so boundless that it seems entirely worthy of investigation and trial.

W. H. D.

"THAT FEARFUL STRUGGLE FOR EXISTENCE."

In casting about for a text I am somewhat embarrassed at not being able to find anything more appropriate than another one of Bro. Hiller's articles. Bro. Hiller seems to possess, to an unusual degree, the faculty of drawing false conclusions and erroneous inferences from well-established facts of history or science.

In his article in the January number, he rehearses a few illustrations of nature's cruel laws which are familiar to every school boy. The article contains nothing new or original, unless it is useful as showing how a man may become familiar with the names of Darwin, Huxley and Agassiz,

and yet utterly fail to grasp even the simplest lessons of science or philosophy.

It is somewhat difficult to determine just what argument, or idea Bro. Hiller means to convey; but, judging from the general tone of the article, it must be that he cites the "fearful struggle for existence" in the animal and vegetable kingdoms, with the idea of proving it to be one of nature's laws, and of applying it as a defense of the "fearful struggle for existence" to which man is subject in the present state of society. Big fish eat little fish. It is one of nature's laws, hence must be just. Strong men tyrannize over weak men. It is one of nature's laws, and we should not object to it,—even though we happen to be one of the little men. This is the gist of the article, but its author, while leaving the reader to absorb this idea, has not the temerity to plainly state it. If one fact is more forcibly illustrated by science than another, it is this: that man's labors in the scientific field have enabled him to overcome, in a limited degree, the evil influences of these very cruel laws which are held up to us with the object of convincing us of their necessity and desirability. Bro. Hiller points out to us a few of nature's caprices, and seems to think that he has settled some important question and silenced every man who is inclined to object to unnecessary hardships. The history of man's progress, and of his struggles against hard conditions, teaches no lesson more plain than this: that it is within the power of man to subdue nature. Not that he can change the laws of nature, but that he can learn how to turn to his own benefit those natural laws which, if unassailed by science, appear as unmerciful and cruel.

The difference between a barbarous and a civilized society illustrates the difference between nature's laws as proclaimed by Bro. Hiller, and man's conquest of nature's laws. Man progresses in proportion to his ability to overcome nature in her rude native state. To subdue nature, to improve it, to change it, to conquer it, seems to be the ultimate destiny of man. Wherever man is found in an enlightened con-

dition, there the cruel laws of nature have been successfully combated.

If the brother's object is simply to give us a little instruction in natural history, he has succeeded; but if his object is to give us this instruction with the idea that we cannot avoid making deductions and drawing conclusions which will serve as a scientific defense of the injustice of present laws and customs, and show us the folly of endeavoring to better our industrial conditions, then he has made an ignominious failure. Surely no mode of reasoning could be more absurd than that of applying scientific facts in the physical world to man as an intellectual and spiritual being. There are numerous kinds of natural laws. Those which exist in relation to the lower creatures of nature cannot always be applied to the master-piece of God. If we recognize man as an intellectual and spiritual being, we must also recognize the existence of natural laws which will apply to the intellectual and spiritual world. It is only as man discovers, and applies these higher laws in his relations with his fellow-man, that he can hope to fulfill the manifest destiny of his being. He must become the master, not the slave, of the unmerciful laws of the physical world. He must discover those higher laws of nature which lead him to a recognition of the brotherhood of man. The kind of philosophy promulgated by Bro. Hiller would justify every crime which ever has, or ever will be committed; as a contributor in the January number insinuates, would compel him to become a defender of cannibalism, as well as of commercialism.

Physical science has little to do with mental and moral science, and it is with metaphysics and ethics we are more deeply concerned than with natural history.

If we believe that omnipotent wisdom is guiding the affairs of the world, we can only reconcile this belief with the "fearful struggle for existence" which crude nature presents, by recognizing the fact that this struggle is meant for an example of unreasoning cruelty, which man must learn to avoid and overcome rather than to emulate. These cruelties surely were not placed before man's eyes

for the purpose of causing him to imitate them in his relations with his fellow-man, and then blaming his creator for man's inhumanity to man; but rather, we think, that, recognizing his own superiority over the beasts of the field and the fowls of the air, he should allow their unreasoning struggle for existence to be a warning set before him, that he might learn to avoid these beastly qualities.

The brother says, "We are compelled to struggle like men at the pumps of a sinking ship." His illustration is unfortunate for his argument. We must struggle, yes, against nature in its primitive forms. We must overcome it as the men in the sinking ship seek to overcome the water. But what would we think of these same men if they should abandon the pumps and begin to struggle among themselves? Or, what would we think of a few of the stronger ones if they should take a comfortable seat and presume to dictate to the workers? What can we think of a society which is organized and conducted on exactly similar conditions? What must we think of a philosopher who endeavors to show us the necessity of these ridiculous conditions? The struggle we object to is not the necessary one with nature, but the artificial and unnecessary one imposed upon us by the impertinent assumptions of the employing class. We would say, all hands to the pump! And we should cheerfully assist to throw overboard the man who refused to contribute his share of the necessary labor.

Bro. Hiller confounds and confuses these two distinct struggles and endeavors to reconcile us to the one by showing the necessity of the other.

Bro. Hiller may be a philosopher, but he appears to be singularly destitute of that faculty which would turn philosophy to the practical benefit of mankind. He argues that because hawks and darkies like to eat chickens, it must be the duty of chickens to cheerfully consent to be eaten. His inference, though he has the charity to deplore it, is, that because a man whose soul delights in accumulating wealth must have the assistance of his less acquisitive

brother, it is the duty of this brother to gladly part with the fruits of his labor.

If Bro. Hiller aspires to a place among the philosophers we would advise him to change his tactics. The philosophers whose names we recall were not conspicuous as defenders of the errors and follies of their times. They were rather advance agents of revolutionary ideas. They were men who sought to benefit and elevate mankind by carrying into the darkness ahead

the lamp of progressive thought. They sought to advance the happiness of man by pointing out a better way.

If Bro. Hiller will devote a portion of his spare time to investigations of this character, and leave those who profit by our present industrial system to defend it, he may yet gain a place in the affections of his fellow workers and earn the gratitude of posterity.

DICK DRUMMOND.



FRATERNAL

Macon, Ga., Div. No. 75.

Georgia Southern & Florida Ry.:

We are now struggling in a new year, and feel very thankful to our noble chief for the few changes that have been made with our brothers.

We were rather short for men during Christmas, and only the fortunate succeeded in getting off.

Bro. Thompson went to Brunswick to visit relatives, while Mr. Manson, "MA," held third trick in his place.

Mr. Wilson, from the south end, relieved Mr. Manson in "GS."

Bro. Southall is still at "Q," nights. "That wonderful dollar man."

Bro. Ruff, at Vienna, came very near joining an opera troupe in December. "D," you can't make a hit on the stage.

Bro. Crawford, the "owl" at Grovania, is humming "Honey, I'd leave my happy home for you," and from reports some one is going to lose their happy home soon. "X," what about it.

Bro. Cox, formerly at "WS," is now agent at Ashburn. We are glad to have you on this end, "Coxy."

Bro. Nance, at "HO," is still in the push, and never refuses to work on a "non." Keep it up, "Nancy."

Bro. McCranie, at "FN," saw "PA" on the 20th, and also Miss ——. "Oh," what smiles she can bring from you, "MA."

Bro. "MC," at Spark's, is still one of the boys, and a good one, too.

Bro. Snyder, at "DX," has accepted a position with the W. U. Telegraph Co. at Thomasville. We are sorry to see you go, Snyder, but our best wishes go with you.

Bro. Sineath, at Lake Park, still claims "Vic-tory" at Valdosta.

Bro. Mills, at Jasper, spent a few days with his "best" during Christmas. No telling what you may do next, "MS."

We are glad to learn that Bro. Nance, "N," was elected Regent of the Royal Arcanum, and Bro. McCranie Treasurer of the Tipton Lodge. May you both meet with success.

Brothers, the "nons" are coming across very nicely, and, with a little work, we will soon have our road well supplied with O. R. T. boys.

We want every one possible to attend the election of officers this meeting at 75. The G. S. & F. should be well represented at every meeting, and we hope to see more of our brothers go to the meetings than did last year.

I understand we can soon give several of our boys the grip, as the papers are on file now. Will give the names later.

Well, as I am about half sick, and so few changes happened during December, will ring off for this time, hoping to see you all in 75 next meeting.

Yours in S. O. & D.,

CERT. 230.

Union Railroad.

Our road is well worthy of its name, as it is a good little union road.

Coming south, we stop in at Gascola, and find "Rube" Miller, days, and Bro. Burgett, nights, listening to the music furnished by the "owls."

Next, we drop in at Oak Hill, and see "Fatty" Price, days, and Bro. McFadden doing the "owl" act.

At East Pgh. we run up against Messrs. Gano-way and McCloskey. No danger of the wires freezing up so long as "V" is along the string.

Next, we find ourselves at "MO," Bessemer yard, where we also find a full house, Bro. Bill Burrows working first trick, Bro. Banks second. Bro. "Robby" Wilson is doing the act in Dan's absence. "Robby" is an all right boy, and is sprouting a "mustache"—so he calls it. Better hunt up the old cat and cream, "RS."

At Superintendent's office we find two more boys with the little button on their coats, Bros. McKalip and Hisson, respectively.

Then comes Duquesne Junction, with Messrs. Edmunds, Wheeler and Armstrong; and at Green Springs we hear Archie Hamilton, days, and Mr. Hutton sleeps nights.

The boys are having an easy time of it since the lake season closed. Nothing much to do but keep awake. Of course they all do that.

We have several promises from the boys to come and join us, and think we will have our little road pretty solid soon now.

CERT. 1086.

Cumberland Div. 162.

At our regular meeting, on January 16th, we had a very good showing, considering that there were very few trains running to accommodate the boys desiring to come to the meeting, yet there was just fourteen on hand to hear the gospel. And why not make it twice as many on Wednesday, February 20th, our next meeting night?

We have arranged to have somewhat of a "blow out" at the coming meeting, in shape of a "smoker and supper," and hope we will see as many of you there as possible. Those not attending will not be entitled to any leavings from the kegs, so, therefore, I hope you all will be with us to take care of your own interests.

Some of the boys wish to see our territory written up, and it was my intention of doing same at this writing, but when I think of Bro. Perham's goat and office dog, I feel discouraged, but will try and give the boys mention in some future letter to the column.

At Piedmont the O. R. T. has some very fine material, but if the young ladies had not found this out we might have been better off, from an O. R. T. standpoint. Bro. Lovenstein, so the stars say, has done gone and got unto himself a better half. While we all wish Bro. and Mrs. Lovenstein a long and happy life, yet we feel justified in asking Mrs. L. to excuse our brother one evening each and every month, as there are no young ladies on this division, and I think she should grant our request. Come down, "Lovey," and help us to be cheerful.

At Piedmont, nights, we find Bro. Nesbit, who does the "owl" act. Come down occasionally, Bro. Nesbitt. Doors wide open.

At Keyser, Bro. Woodward, one of our "oldest," holds fort. What's wrong, Bro. "CA," we seldom see you? Try and be on hand, at the coming meeting to keep peace. We will need some one older and wiser to keep down the disturbance that's billed for the night.

At Cumberland we have plenty of material, but am sorry to state that they are somewhat forgetful of meeting nights. With the members we have in and about Cumberland we should never have under fifteen at each and every meeting. And hope the smokes will serve to refresh your memory. By the way, these smokes are to be something of the high order, and, as there will be plenty on hand, it ought to be some inducement for some of the boys down the line to be there. There is also plenty business on hand to be transacted, matters of the utmost importance to the whole membership of this division, and hope the boys on other lines than the B. & O. will not stay away on account of the rush.

I am also instructed to call your attention to the fact that we are about to have an entertainment at our meetings. Bro. Ways, of C. & P., offers his services and machinery for the entertainments, free gratis. There will also be on exhibition a set of the smallest telegraph instruments (complete) in this part of the country, and when we take into consideration that they have worked successfully on the Postal's through wires at Cumberland they are something worth looking at.

I would also like to call the attention to the few who have not as yet paid dues for the current term, to please remit as soon as possible. There are only a few of you, and you will be making the position of your S. & T. more easier, as well as lengthening his life. Make all money orders payable at Cumberland, Md. Don't be

afraid of rushing me. Writing receipts for dues is a happiness that will not create any gray hairs.

If Bro. Riley (President of the Farmers' Alliance) will forgive me for assuming his position as local scribe, I will try to do it again. With best wishes, I am,

Yours in S. O. & D.,

R. CORNWELL, S. & T.

Southern Railway.

I should like to say a word or two about the old Southern Railway, better known as the "Scab Route," away down here in the Sunny South, where scab operators and inexperienced railroad men are swarming in like blackbirds from their winter quarters. I stay here, where I can take a peep into the back door of their business, watch their movements, and keep record of their wrecks and unfortunate happenings. While it interests me very much to see such a promising railroad going the downward path, mostly on account of scabs and greenhorn railroad men whom they trust to do their business. She is getting on the bum very much. Yet nothing better can be expected of her at present, under such a set of officials as she has. She should never be once forgotten.

I see Mr. Dodson was in town this week, looking over the yards, and says some time in the near future he is going to make the Knoxville yards much larger, but not until the new depot has been built, which has been the talk now for years. I notice that the city has condemned the present old structure which they call their depot, which looks like some old-time tobacco warehouse. Yes, they will build this, provided wrecks and washouts will take a stand, for it takes about all that can be raked together to keep their roadbed, engines and cars in repair. Oh, she is prospering, boys, watch her come. So keep her always in your memory, and see that nothing goes via this route if it can be helped, and what gets by won't hurt us no way. So I would love to see a piece about the "Scab Route" every once in a while in our journal, to let the brothers and public know how she stands in our estimation.

With best wishes to all.

Yours in S. O. & D.,

CERT. 243.

Northern Central Railway.

Elmira & Canandaigua Division:—

Not a word from our community for a long time. What's the matter, boys? Can't we keep "24" on the move?

Commencing this new century, very few changes have taken place on these divisions. Every one has enjoyed his "after-holiday" rest and ready for "some more."

February starts in with J. J. King, the genial and good-natured night man at ticket office, Williamsport. Always on hand "after the sun goes down." It is understood that "Joe" enjoys married life in the county seat of Lycoming.

Mr. H. E. Dale, operator at Trout Run, thinks he would like to undergo a change, at least in residences. Where is it, Harry?

Ralston is under the management of J. J. Hal-loran, with "Dutchman" Utz as his left bower. Great team, like boiled eggs, they're hard to beat.

E. L. Hayes, days at Penbryn. Has just recovered from a dose of grip, but stands firm and true once more at his post. Slow place, but you can't lose him. Mr. Gillett "high mucky-muck" at night.

At Canton, R. L. Martin reigns supreme.

C. E. Getchell holds the reins at Cowley. Don't lose yourself with "24" old man. You "13?"

F. K. Graves regular "owl" there, but has been doing the line lately. Can't keep track of him. Rumor says he will soon take a trip on "the creek of matrimony." Is that true, Fritz?

W. Pettengill, at Troy, days, with F. H. Johnson, nights. "FD" has been lucky "enuff" to take unto himself a wife, and is comfortably settled in the land of the "Trojans."

John Hayes and F. A. Vickery doing duty, or what they can find to do, at Gillett. Guess it keeps them busy with the coal and ashes this weather. Both seem to enjoy it, and would hate to leave (?).

Philander G. Murphy watching for the "junks" and pushing bells at the block tower, "SJ." With a bunk behind the door, upholstered in soft material, he puts in his "moons" very comfortably. You will find him on No. 86 every other Sunday. To see the "Dutchman"—(?)

The boy poet, Mr. M. O. Cheney, continues operations at "BN," Elmira shops, during small hours. J. G. Pettengill, days, with T. M. Seem as student and extra operator.

No change at Superintendent's office, or with the dispatcher's. All good and obliging men.

An office was opened late in 1900 at Elmira freight house, with call "QV," C. M. Mansuy officiating.

At Horse Heads we find W. M. Phillips and C. H. Judd. "J," with his quilt sofa pillow and little package of "John I," make him a pretty good sort of a chap. Both him and Billy at O. K.

Mr. W. A. Carr at Millport. The home of Mr. Carr was visited one day, short time ago, by a ten-pound baby girl. Best wishes and congratulations from all the boys. Can't we smoke?

Mr. A. J. Kinney, from Starkey, has Mountain Falls.

D. M. Parks and E. H. Patterson, both good men and doing good work, at Watkins.

Starkey, C. R. Elliott, days; E. C. Kinney, nights.

Penn Yan, the Honorable J. H. Cook and N. Townsend, both of sound mind and good temperament.

G. E. Andrews, who formerly held sway at Penbryn, claims Hall as his residence now, and manages to shake his feet occasionally in the vicinity of Penn Yan.

C. M. Weeks, "Edward VII.," at Stanley.

Mr. Stewart is now a steady fixture at Wall-ington, the place of horror with the operators.

No one has any surplus love or affection for "GN." "NS" says it's not so very bad. Good luck to you, old man.

A few of the "old" men have left the road, and are reported as doing well.

C. E. Sturgis, from P. & E. Junction, Williams-port, President of Division 24, left the service in September, 1900. Was last heard from at Chicago, Ill.

Chas. Burt, formally of Canton, is situated at or near Spaulding, Idaho.

R. E. Youmans, of Gillett, last heard from at Kansas City, Mo.

We wish them all success and good health.

Business seems to be picking up on both ends now. Boys, all keep busy. Expect many changes to occur in the spring.

No "kicks" coming; all seem satisfied, with one or two exceptions, and a more agreeable or accommodating lot of boys would be hard to find anywhere.

The news from this pike seems to be neglected. It should be looked after and be here every month. Where is our correspondent?

With "73" to all, I'll cut out.

Yours in S. O. & D.,

CERT. 59.

A Few Words of Sympathy.

It was with deep disappointment that I read the order of the committee calling off the strike on the Santa Fe.

Brothers of Division No. 20, you have the heartfelt sympathy of every member of Division 53.

You have the consolation of knowing, however, that your cause was just, your intentions honorable, and that you were working for the betterment of yourselves and the profession in general.

You have lost your positions, but you are consoled by the fact that you are not losing such a good thing after all, when you come to think of it. "A good man cannot be kept down." There is glory due you, brothers—you did not "scab." No one can point the finger of scorn at you, hiss you, nor call you "scab." Better sacrifice thousands of dollars, and any position, however remunerative, than honor.

A scab is dishonorable; he is below a sneak-thief; he richly deserves the contempt of all upright, honest men; it is a fact that his very employers have a contempt for him in their hearts, and merely use him as a tool.

"What fools these mortals be." They are certainly fools, and follow an ignis fatuus if they expect to better their positions by taking the places of others who are asking only living wages, and a few more hours of needed rest. If the officials would not treat their old employees fairly, what can these poor deluded fools expect from them? Much less, as they (the officials) know what stuff they are made of, and that they are slaves who will tamely submit to anything for very little money, and live on promises for recompense.

The wages of operators and agents are now very small, and we are very much underpaid in com-

parison to other railroad men, therefore, we should try to better ourselves, and the only way is through organization.

Brothers, do not let the loss of the strike on the Santa Fe discourage you. Do not blame it on our Order. The fault is not with our officers; it is with the members of our profession, who are mean enough to scab.

We should not even blame the officials of the Santa Fe. If they can find men to work for forty dollars, why should they pay fifty or sixty? If I were the President of that road I'd order a 25 per cent reduction on all operators from one end of the system to the other. The pay they would then receive would be entirely too much for them.

Let us put our shoulders to the wheel and give it another turn. The rebuff to the Order from the Santa Fe proves to us that we need stronger organization, therefore, instead of becoming discouraged, brother, let us try to induce all we can to join our order. Explain to the non-member the benefits of our brotherhood. We *must* come together. We *must* unite more firmly. It is our only salvation.

Let every member strive to bring into the Order one more man with the new year. In working to that end he will be benefiting himself, his brother members, and the convert.

Remember that "United we stand, divided we fall." Come together, boys, let us be brothers in the true sense of the word. Remember that by so doing we are benefiting ourselves, our Order and our families, and we are not injuring the road, its officers, nor *anyone*. The raise of a half a cent on one or two articles in the tariff will more than pay us living wages. Is it not better that this small increase should be borne by the public (they would not feel it), than a reduction of our already starvation wages?

Honor is due you, brother, while there is nothing but contempt for the scab. Which would you rather have, the good will of your brother members, the public and your employers, or their contempt?

It is to be regretted that you did not have such officials to deal with as ours of the Southern Pacific. They are noble and broad-minded men, who believe in the motto "Live, and let live." Long may they live and prosper. There is not a man on the system who does not work for their interests, and that, too, cheerfully.

Is it not better to have such a class of employees than those of the Southern and Santa Fe? Surely it is, and our officers know it, too. They appreciate us, and we them. They have our respect and esteem.

Hoping that you all may find new and better positions with the advent of the new year, I am

A BROTHER MEMBER.

Levis, Que., Div. No. 64.

At the regular meeting of this division, held at Levis, on December 28th, fifteen members were present. Bro. B. Roy occupied the Chief Telegrapher's chair, vice Bro. J. De Lisle, who resigned

at the last regular meeting. Bro. D. L'Esperance, Secretary and Treasurer, having also resigned his position at the previous meeting, the matter was taken up by the division, and, after Bro. L'Esperance had given his reasons for resigning, which was on account of the large amount of work required of the Secretary, and his time being too fully occupied, both resignations were accepted. Bro. Hebert was elected Chief Telegrapher, and Bro. F. Samson was elected Secretary and Treasurer. Several new members were initiated. On motion of the division, it was arranged that members under suspension or dropped from the rolls for non-payment of dues be re-admitted without payment of initiation fee, provided they take advantage of this arrangement within thirty days from date, the division reserving the right to refuse this privilege whenever such a course is deemed necessary.

F. SAMSON.

Minutes of our last meeting, held at Levis, January 25th. Nineteen members present. Bro. Hebert in the chair. Minutes of last meeting read and accepted. The auditors appointed to audit the book and accounts of Bro. L'Esperance made report. Bro. F. Samson, new Secretary and Treasurer, also made report of transfer made between him and ex-Secretary and Treasurer. Moved by Bro. J. N. Blouin, seconded by Bro. C. Mauseau, that the reports of the auditors and Secretary Samson be accepted. Carried. It has been decided that Bro. Lindsay, having been admitted into the Order before December 28th, last, is not entitled to privilege granted by the resolution passed on that day.

Resolutions passed by Division 61, in regard to Sunday work and holidays, were submitted for discussion. This resolution was accepted by adding after the words holidays lost, "or have the privilege to take this holiday in addition to his of next year." This Division does not agree with Division 61 in regard to the privilege be granted to agents to fire the tanks in addition to his agent work and receive the \$10 allowed for this purpose. This Division considers that the agent's work is at the station, not elsewhere.

Moved by Bro. J. N. Blouin, seconded by Bro. J. W. Lindsay, that the Protective Board make report to every meeting of this Division of their progress. Meeting was then adjourned to February 22d, next.

J. H. O. HERBERT,
President.

F. SAMSON,
Secretary and Treasurer.

New York, Div. No. 44.

Long Island Notes:—

Bro. J. F. Hinterleiter is now employed as night operator at Dunellen, on C. R. R. of N. J.

Bro. McNamara is at present employed at Elizabeth, N. J., nights, for C. R. R. of N. J.

Bro. Wm. Smith, of "RX" tower, spent a well-earned vacation among relatives and friends in Maryland.

Bro. E. H. Roe spent several weeks in Philadelphia and vicinity, purchasing thoroughbreds for the well-known racing stable of Reich, Roe & Co.

Bro. J. J. Gallagher spent a few weeks in Virginia, and reports a fine time at the country "hoe downs" which are common in that locality. It was rumored that he took this Southern trip for the purpose of training for his initial appearance in the coming Suburban for the stables of Reich, Roe & Co.

Bro. F. M. Grove was transferred from "IS," days, to "WF," nights. Bro. O'Loveskey from Glendale Jct. to Hempstead Crossing. Mr. Leonard from "YD" to "WF," days.

Bro. J. O'Rourke, of Flushing, Main St., is getting to be quite an expert at running up and down stairs. How about it, Jim?

Bro. D. J. Deasy, Jr., was transferred from Thompson Av., "middle," nights, to L. I. "X-over," nights. J. Hopkins, from Brushville, days, to L. I. "Xover," days. Mr. Regan, from New York Av., nights, to Brushville, days. Mr. C. Borden, formerly with the Fitchburg R. R., is now at Thompson Av. "Middle," nights.

Bro. J. H. Loving, popular and ever congenial, has left the employ of the L. I. R. R. to take up his abode in a distant city. Bro. Loving is at present visiting relatives and friends at his former home in Virginia. "Jim's" farewell is met with regret by many.

Bro. H. E. Regensburg spent a week in Philadelphia visiting friends, and, on his return, surprised us by having joined the ranks of benedicts.

The time of opening the day meetings will be changed from 10 to 9 a. m. Now, boys, get together and show your fraternal spirits by convening in a S. R. O. meeting on February 19th.

Bro. W. E. Demarest, of Demarest, N. J., is one of our new and active members.

Many new members are being enrolled in our division, and the prospects for a very busy term are most encouraging.

Bro. W. H. Clark, formerly agent at Richmond Hill, is now employed at McKees Rocks, Pa., by the P. & L. E. R. R. Co. as towerman.

Bro. F. C. Hyde, day towerman at "BX," enjoyed a brief but pleasant vacation.

Bro. C. P. Blecker has again taken up his residence in New York City, after "doing" a few weary months in Brooklyn.

Bro. O. S. Clifford is now located at New London, Conn.

Bro. F. W. Quinlivan is now employed at Bayport, and Bro. W. T. Jarvis at Water Mill.

Bro. Joseph Keenan, of "QS," days, was working at an extra towerman the past month, while the cry of relief was so prevalent.

Bro. W. T. Penny, of "MX," nights, is a strong advocate of our cause, and frequently spends hours preaching the gospel of O. R. Tism. He very tersely tells the boys that the main thing is to "get together."

Div. Cor.

IN MEMORIAM.

Whereas, It has pleased the Great Ruler in His infinite wisdom, to invade our fraternal circle, and remove from our midst our worthy brother, Edward G. Fox, whose demise we chronicled with sorrow on December 28, 1900, after a brief suffering, from that dread disease, small-pox; and

Whereas, In the death of Bro. Fox this division has suffered a loss that is irreparable; therefore, be it

RESOLVED, That New York Division, No. 44, Order of Railroad Telegraphers, extend to the family of Bro. Fox our deepest sympathy in their sad bereavement; and, be it further

RESOLVED, That a copy of these resolutions be spread on the minutes of this division, a copy sent to THE RAILROAD TELEGRAPHER for publication, and a copy forwarded to the family of the deceased.

H. E. REGENSBURG;

T. J. STACK,

J. V. LUCKETT,

Committee.

Long Island City, January 15, 1901.

C., H. & D. Division.

Division No. 21 held its regular meeting in B. of L. E. Hall, Dayton, O., Thursday evening, January 24, 1901. Bro. L. R. Townsend acted as Chairman of this meeting, on account of Bro. Wenk being detained by the Federated Order meeting being in session at Cincinnati, January 22, 23 and 24. There was not so many brothers present at this meeting as previous ones, although a good crowd, considering the weather and sickness among our brethren. Toledo was well represented, three brothers coming in on No. 3, and those living within 25 miles could not venture out. Boys, if you do not attend these meetings you cannot expect to be posted with up-to-date material. The target system brought in five new members. Keep it up, its a good thing. Bro. Bushaw reports the dues not coming in as fast as they should be. Hurry them in, brothers, as we need the money.

At the next meeting, which will be shortly, you will hear what the Federated Orders did with our new schedule. Make it a point to get in at any cost.

Div. Cor.

Cincinnati Division:—

We are all anxiously awaiting results of the conference between the Federated Board and the company, now being held in Cincinnati, and all hope for the best. I am sure the company will lose nothing by accepting our new schedule, as the men, the O. R. T.s at least, would so appreciate the act that they would endeavor to improve the service accordingly. I also believe the nons would think more of their positions, and would look out more for themselves, and by so doing would improve the service.

We have been working hard for the past few months to increase our list, but have made very little showing so far, and some have become al-

most disgusted. Don't give up, brothers, but stay with them. You will finally wear them out.

It is a known fact that this company is paying its train crews better salaries than any other road in the State. Why is it? Suppose these employees had remained unorganized, half of them refused to join any order, and give the excuse that so many operators try to put up, that we have never done anything, and, for us to get an increase and show them that the Order is all right, then they will go in. Had they acted in this manner where do you suppose they would be to-day? Why, they would be in the same class with us, of course.

The B. of R. T. have approved our new schedule and say they will stand by us. They have a few grievances of their own, but I have reason to believe they will soon be adjusted.

If C., H. & D. System, Division 21, O. R. T., was so organized that each division would be solid and every member show a deep interest, I think the O. R. C., B. of L. E. and B. of L. F. would be willing and glad to help us out. Would like for you to think this matter over, see if you cannot agree with me, and hand in your applications at an early date.

There have been very few changes on this division since last month.

Bro. Stenger, of "BK," has relieved Bro. Riner at "BR," who is now collecting fares for the traction company. Success, "RN," but we hate to lose you.

"BK" job not filled permanently yet. Extra Operator Scott filling the place at present.

General Chairman Bro. Wenk, of "DJ," off a few days attending Federated Board meeting. Unable to learn who is relieving him.

Dooley, of "MD," is now a brother. Glad to have you with "SN."

Bro. Smith, of "KS," failed to get to meeting this time, but we will excuse him as "13" grip had him.

There are a few operators along the line who can still see no harm in teaching students, but unless they are kept off the wire the operators will learn something within the next few weeks. "13" Cincinnati wire chief is after them hot. They have my best wishes.

Bro. Cartwright, of "Q," is reported sick, but hope to have him with us again soon.

Look out for the hobos, boys. While Bro. Hockstedter had gone to lunch Sunday night some one entered the office at "F," but struck a poor night for his business, and failed to secure anything of value except a few dollars in change.

Bro. Wagner, of "MG," managed to get to Middletown Monday. It's just as near to Dayton. Seems as though he should be able to get that way once in awhile.

Div. Cor.

Indianapolis Division:—

The same old crowd at the Junction.

Brothers, why don't you drop your next door neighbor a note, and ask him for his reasons why he is not an O. R. T. There are several of the brothers on this division who have as a side partner a "non." Remember, it is your duty to con-

vert him to our ranks. Several of the "nons" have promised to join our ranks on January pay day. Hurry up, boys, we need your assistance. Bro. L. Boyd, of Oxford, O., has been appointed Chairman of our division, and will gladly give you any information wanted, and sign up your application.

The Insurance Department is one of the grandest things on earth; \$300, 20 cents per month; \$500, 30 cents per month; \$1,000, 60 cents per month, and a very large treasury. Boys, I cannot see why you remain on the outside.

Div. Cor.

Wellston Division:—

I am advised almost every "non" on this division has promised to join our ranks on January pay day. Now, boys, you know well yourself you are worth more than \$37.50 to \$40.00 a month, and the only way you will ever get a raise is to put your shoulder to the wheel and help run her around. This division is one of the best paying ones on the system, and I presume you are aware you get the least of them all. There are only a few "nons" now, and I hope you will get after them and bring them into our ranks. We want a \$45 minimum on your division, but cannot get it unless you help out. Drop your neighbor a note, and get his reasons why he is not an O. R. T., and no doubt you can explain it to him, and secure his membership.

Div. Cor.

Lima Division:—

I cannot see how the two or three "nons" can stand it to see their brother operators load up and go to Dayton to attend the meeting of Division No. 21. There are only two, and, possibly, three "nons" between Dayton and Lima. Brothers, you should get after them. You are at fault for not explaining the matter more thoroughly to them. Bro. Shine should get his night man, and Bro. Kessler should be able to get the new night man at "BC," as he is the closest.

Bro. Coffey answers up at "NY."

Bros. Cashner and Zink gets "BC" at "BK."

Bro. Kemp is the whole thing at "CV."

Bros. Curtner and Sullivan trade off to attend meetings. Good thing, brothers. Keep this going. One more sausage left.

Bro. Shine limps around "D." Hope you will soon be well, "SN."

Bros. Gerstmyer and Brown keep house at "RY."

Bros. Davis and Kessler are kept very busy at "US," but think Bro. K. should get down once in a while to our good meetings.

Div. Cor.

Elizabeth Div. No. 74.

N. J. C. Division:—

Our regular meeting, held Saturday evening, January 12th, was quite interesting throughout. Some important points were discussed. Presiding officers present, viz.: Chief Telegrapher, A. K. Gerry; Past Chief, W. W. Simpson; First Assistant, Thomas H. Fox; Second Assistant, H. P.

Sebring; Secretary and Treasurer, M. H. Shafer; Marshal, M. J. Holahan; Inside Sentinel, John Pendergast; Outside Sentinel, John Kelley. It was announced at this meeting that Bro. Theodore Gray, of Sewaren, was the winner of the O. R. T. emblem, having turned into the division \$30.75. Next in order, Bro. B. E. Gerry, with \$10.46; Bro. D. F. McCarthy and A. Bodine, each \$10; Bro. J. O. Lightcap, \$9.70, and last, but not least, Bro. A. K. Gerry, \$9.03. Numerous other minor amounts were turned in, making a total of \$143.83. On behalf of Division 74, your correspondent wishes to thank Bro. Gray for his good work, and also all the other members who took an active part in the contest.

Among the familiar faces at our last meeting was noticed Bro. Gallalee, "now with the Singer Mfg. Co." of Elizabethport, and Bro. Tyack, who came a long distance—from Port Oram. This shows loyalty, sure. Come again, boys. Always glad to see you in our midst.

Copies of the new constitution have found their way among us. We observe some important changes had been made in same at the special session of Grand Division, which convened at St. Louis last October.

The C. R. R. of N. J. have broken ground opposite their Elizabethport station ("on the Newark meadows") preparatory to erecting large repair shops of modern type. This work appears to be a forced necessity, as the present shops are somewhat inadequate to meet the requirements of the company. By reason of the increased freight and coal traffic, the motive power is being taxed to its utmost, thus heavy repairs are likely from time to time. It is estimated that the cost of construction, etc., will reach upwards of half a million dollars. The C. R. R. of N. J. have also completed a large and commodious roundhouse at Communipaw. Heretofore their locomotives had no shelter. To say that the road is in a prosperous condition is convincing, and if you don't believe it, just take a glance at Jersey Central stock.

Some people say that we are now working for the P. & R. Don't believe it, boys; not until they change those good old initials, "C. R. R. of N. J."

Bro. Underwood, formerly agent at Valley, has been appointed to a similar position at Bloomsbury.

Bro. Dalberg transferred from Dunellen, nights, to Roselle, nights. Look a little out, "Dal." Keep you other eye open. You know how your predecessor was cruelly sandbagged and robbed, "be gosh."

The late lamented Dr. Mayor Mack, of Elizabeth, began his career in life as a telegraph operator. On the night of January 13th he retired, feeling well, but took suddenly ill, and ere the break of day his spirit had passed to the great beyond, and when the sad news spread over the city expressions of the most profound sympathy and regret were heard on all sides. The national colors were placed at half mast, and a vast multitude of people attended the funeral, which took place on Thursday afternoon, January 17th. The remains were consigned to their last resting place in Evergreen Cemetery, Elizabeth. It will be remembered that

the Mayor, through an invitation extended, was present at a smoker given by the division last June, at which he made a brief speech, that was well received. It is customary, of course, to speak words of praise for the dead, no matter what they were in life. But in this instance, it is safe to say that Dr. Mayor Mack had no enemies. In fact, he was honored and held in high esteem by all who had the pleasure of his acquaintance. If he had any enemies they surely must have been few and far between. But he would be a milk and water man who had no enemies. May his soul rest in peace.

Bro. Simpson, of Long Branch, with his smiling countenance, was seen recently while enroute to the great metropolis.

The boys on this line had watched the progress of the recent Santa Fe trouble with much interest, and sorry to know the outcome. Oh, would that we had no traitors among us in time of war. Your correspondent is in receipt of a letter from a brother who was in the midst of the Santa Fe unpleasantness, and from the description given of some of those imported scabs it would seem that they were of the meanest types of humanity that could exist, and did not possess as much manly instinct as the canine pug. Surely, if such men as these claim American citizenship, then they do not qualify, no more than they would be eligible to membership in the lowest society of tramps.

Bro. Hinterleiter, of Division 44, formerly with the Long Island R. R., secured a position with the C. R. R. at Dunellen, nights.

Bro. Kerns, of Lakehurst, is on the sick list.

Bro. Calloway, of "AV," nights, has recovered from an attack of grip, as likewise Bro. Kohl, of "F."

Long threatening comes at last. The ice is broken. The conductors of the C. R. R. of N. J. obtained a new agreement. Now for the trainmen and telegraphers, who are next in order. It's slow, but sure, boys. So don't become impatient. Rome was not built in a day.

Our Schedule Committee are working earnestly towards obtaining a revised agreement, which means better conditions for the telegraphers. But it is quite amusing to hear some of the lukewarm ones occasionally inquire how the boys are making out down below. Yes, some people are very willing to enjoy the benefit of the efforts of others, providing it isn't an inconvenience to their purse.

I anticipated that some other brother would write something this time, and relieve me of the task. But I'll not be like an Irish Alderman I know, who never would take up his pen unless there was something doing. So here goes the final Au revoir. Come again, Misther Dooley.

CERT. 439.

M., K. & T. Division.

Mr. H. C. North relieved Bro. Hill at Troy, Texas, while Bro. Hill was in St. Louis with the General Committee.

Bro. J. P. Donahue has been promoted to agency at San Marcus. Bro. Donahue has been agent

at Bartlett for a good many years, and this is a well deserved promotion for him.

Bro. G. H. McClure, of LaGrange, takes Bartlett agency.

Bro. R. S. Hermany, formerly cashier at LaGrange, has been promoted to local passenger and ticket agent at that place.

Bro. Ellis from Holland goes to Elgin as agent permanently. This is also another well deserved promotion.

Mr. E. M. Dutton, formerly days at Temple, gets Holland agency.

Bro. Best has returned to work at West Point, after being absent for about 20 days, having served on General Committee while in session at St. Louis.

Bro. O. G. McCarty, of Dallas, has been confined to a private hospital for some time. He is expected to resume duty the first of the month.

For some reason the boys on several divisions failed to send in items, and am, therefore, unable to give any of the local happenings, as would like.

Bro. J. C. Goldsbery, of West, feels considerably elated over the arrival of a fine girl. We could wish her no greater fortune than to grow up in the footsteps of her father.

Bro. J. C. Chaney, of West, Texas, and recently from the C. H. & D., favors us with his membership card for transfer.

Bro. S. T. Best, of West Point, suffered greatly from a gathering in his head about the time he returned from his St. Louis trip, but is back at his post once more.

Secretary McCoy has worn out one typewriter trying to get the Katy boys in line and to keep them there, and has purchased a new one, so you know what to expect if you don't get down to business. He takes no excuse for your not being a member.

Bro. F. O. Andrews, of Parker, relieved Bro. L. D. McCoy while the latter attended the meeting of the General Committee at St. Louis.

Bro. F. C. Lea relieved Bro. R. Vandivort for a while last month.

So far as we have learned none of our Territory boys have lost their scalps during the Indian trouble last month.

Bro. W. C. Vought, formerly of the Santa Fe, and a member of our division, is out of employment. Any favors shown him by the fraternity will be appreciated.

CERT. 20.

The High Line:—

Since our last report there has been a few shifts and changes to note.

Friend C. H. Curley, agent West Line, who had been to Decatur, Ill., on a visit with his family, and attending upon the marriage of his daughter, returned December 19th, and took charge again. His relief, F. G. Wask, went back to Sedalia to wait for another bite.

W. S. Wood, agent East Lynne, took a thanksgiving vacation and went to Monroe, Mo., to eat turkey with his people, being absent only a few days. During his absence the station was in charge of his student, W. C. Nunn, who behaved very well.

E. M. Clark, agent Leeton, Mo., took a leave of absence, the first in 30 years, so he says, December 19th, and went down in "Dixie," that is to say, Texas, visiting his daughter, Mrs. I. D. Hough, whose husband is chief operator for the Postal Telegraph Co. at Dallas, and thence to Denison for Christmas day, where he attended and solemnized the marriage of his son, Florian P. Clark, to Miss Roana Nortrip. Thence north on the home run, visiting relatives at Butler, Mo., Amsterdam, Mo., and friends at Adrian, Mo., reaching Leeton January 3d, and was checked in again on January 4th. During his absence the station was manned by Bro. J. R. Cox, night operator from Harrisonville, who done great credit to himself in the way he handled the business of the station. Cox is all right.

On being released at Leeton, Bro. Cox went to Clinton, Mo., and worked there as night operator until January 23d, when he was called to Harrisonville to take temporary charge of the Harrisonville station, made vacant by the death, on the 22d of January, of Bro. J. E. McCadden.

While Bro. J. R. Cox was working as relief at Leeton, Harrisonville night office was filled by W. C. Nunn, student from East Lynne, who got along with the work very well.

On January 22d, Bro. J. E. McCadden, agent Harrisonville, died of erysipelas. It was a surprise to us all. While we knew of his indisposition, none of us had heard of illness being of a serious nature, and the news of his death came with a shock. Bro. McCadden was one of our best men. Best in all respects. He was a good agent, a "hustler" from away back, a genial, kind and affable gentleman, whom it was a pleasure to meet, and with whom it was delightful to do business. He was a staunch O. R. T. man, having passed through the great C., R. I. & P. strike. We shall all miss Bro. McCadden. He leaves a wife and one child, who have our sympathy in their loss.

January 25th, J. R. Cowell, of Chilhowee, one of our oldest agents, was transferred to Harrisonville as permanent agent, to fill the vacancy caused by Bro. McCadden's death.

To fill the vacancy at Chilhowee, caused by the transfer of Cowell to Harrisonville, a new man from the Missouri Pacific, Mr. W. A. Taylor, was checked in temporarily.

Just who gets Chilhowee permanently is matter of speculation at present, but there will necessarily be one or two other changes in the next few days, to chronicle which we must defer to our next notes for completion.

CERT. 251.

IN MEMORIAM.

Whereas, our Heavenly Father has seen fit, in His infinite goodness and wisdom, to remove from our midst by death, on January 22, 1901, our brother and co-worker, J. E. McCadden, agent for the M., K. & T. Ry. at Harrisonville, Mo.

AND, WHEREAS, Bro. McCadden was a true and loyal exponent of the principle of our Order, a faithful and painstaking servant of the railway for which he labored, a thorough and reliable master

of the key, and a gentleman of high moral character and standing; therefore, be it

RESOLVED, That we bow with meekness and profound humility to the will of Him who ruleth over all, who "doeth His will in the armies of heaven and among the inhabitants of earth, and none can stay His hand or say unto Him, what doest Thou," knowing that He doeth all things well, and that, soon or late, we, too, must pass that way. And, be it further

RESOLVED, That while we mourn his loss from our ranks here below, we rejoice in the good name and worthy record he has left us as a legacy. And, be it further

RESOLVED, That the O. R. T., as a fraternal association, mourn with his widow, his family and his friends in this hour of grief, and extend to them our warmest sympathy and condolence in their affliction and commend them to the God of all comfort, who hears the widow's cry and the orphan's plea for help, and in whose tender compassion the memory of his good deeds ever live as a sweet-smelling incense. And, further,

RESOLVED, That our charter be draped in mourning, these resolutions be spread upon our minutes, a copy thereof transmitted to his family, and to THE TELEGRAPHER for publication.

C. M. CLARK,
H. B. EVANS,
L. D. McCoy,
Committee.

Norfolk & Western Railway.

Radford Division:—

The following verses were written a few nights ago, and left on the table for the day man to read:

1.

Dear sir and brother, "WA,"
I did not sleep very much to-day,
And do not feel so very gay,
But in this office I must stay
Until the darkness rolls away,
And in its stead comes morning gray;
Then goodbye to you, I'll say,
And in my bunk I'll quickly lay.

2.

If I chance to be asleep
When in the office door you peep,
I pray you make no fuss, but creep,
As softly as a woolly sheep,
And do not begin to weep
Because the floor I did not sweep,
But be as manly as a Greek,
And of my carelessness don't speak.

3.

I do not care how soon you come,
For I am ready to go home
And eat some bread and honeycomb,
And give my old tom cat a crumb;

Then a tune to baby hum,
And after that I will be mum
Until I hear my spouse so glum,
Calling: "Rollin. Come! Come! Come!"

4.

And then I'll rise from off my bed,
With aching bones and throbbing head,
And almost wish the old cow dead,
Because my wife says she must be fed.
It seems as though great balls of lead
Had been placed in my eyeballs' stead.
My good humor all has fled.
"Life has many trials for me," I said.

5.

Don't grumble if the lamp is lit,
And you have to climb the pole for it.
Don't pout and pucker up your lip,
And act as though you had a fit,
But grasp the broom and show your grit
By sweeping up the dirt and spit.
Now, after this, then you can quit,
And in your chair all day can sit.

6.

Have pity on a "ham" like me,
For a night "ham" you used to be,
And then his troubles you could see
And sympathize with such as he.
But now you are from troubles free,
And your glad heart is filled with glee;
But the poor night ham, oh! where is he?
Asleep on the order board. He! He! He!

"BABY BOY."

Norfolk Division:—

On the Pier, "XN," we find Opr. Hiser and Bro. Kyle handling a large quantity of "8zs."

Crossing Elizabeth to "NF," we ask Opr. Duncan and Bro. Rux how the salt water agrees with them.

At "JY" we find Bros. Pattie and Locker handling registers.

Our next stop leaves us on the bank of "Canal," "MS," where Oprs. Bland and Meaney catch "crabs."

While our friend in tower "S" "Steels" a few, he permits his night man to run ham factory, and stamp his "brand" into the incomprehensible brain of his students.

Winding our way a little in the swamp we arrive at "WR," to find Bro. Eley busy as usual.

Still farther among the bears and alligators Bro. Brouch and Opr. Bartley looks after "ZM." By-the-by, boys, Bro. "B." took a run to "X" Sunday to see how long the calicos were getting. Must be pretty young, yet. How about it, "B"?

Pausing at "V" for a rest, we greet Opr. Smith and Bro. Rows in the "same old way."

As the sun is sinking, we will ask Opr. Loving and Bro. Mahoney how "Low" tadpoles swim. Ah! "MC," we are on to you. Say, Coy, did you cause any of "RO" fair maidens to climb a "tree" when they saw your whiskers? Ha! Ha!

"WA" is too well up-to-date to stop but we want supper, and in justice to the three worthy brothers whose habitation we find to be there, will not pass them by. Boys, it a mystery the way Bro. Kirchmier loves to ride west-bound trains. "O," we are watching you. Bro. White has just returned from a visit to his "onliest." Joe, it's your move, and we boys are impatient for a cigar.

Arriving at "WY" Bros. Justice and Shipp greet us with a smile, while Opr.—looks—"White," and has nothing to say.

At "Da" we find Opr. Cocks and Bro. Binford. As the "Box Car," "OA," is no stop, will just peep in window to see Bro. Inge cook dinner, while his night man, Robertson, "naps" a few.

"D" being a long stop, will take dinner with Bro. Sprouse and leave Opr. Dunn to dine alone.

"PX," being a "ham" factory, we can't stop, but in passing we see Witmer's smile, and "Jack, poor boy," is building a 10x12 for his "Annie."

On the hill, "ZQ," we run up against the real thing in the shape of "Fords" and "Po-land."

In the Road-to-Church, Oprs. Hardy and Dewsbury.

We have reached the "Ford," and, but for Bro. Dunn, our path would be obstructed by "Vaiden," "The Great Mogul."

At "WN," Oprs. Schlegel and Coleman look out for 31s.

"WV," we find Bro. Wilson and Opr. Coleman.

Then to "BO," and "G" is good on W. U. work, while his night man, Jones, is some kind of a "fast" man.

It's useless to stop at "NO," for Miss "MD" says "CT" is all the station hand that is needed, so we get the "High-ball" and arrive at "RG," where "Nellie" handles the cash, with "Sweetest Lottie" for assistant.

Waiting for some west end boy to bring out their end, will say au revoir till "Tad-poles" are frozen.

"Grandpa," let "MD" and "W" alone. Block not for that biz.

Yours in S. O & D.,

"IRENE."

"Pere Marquette, 39."

I wish to congratulate the members on the P. M. Ry. for the splendid showing they have made, and also for the hearty assistance they have given me in my trip over the Grand Rapids District of the road. It is practically solid, and members very enthusiastic. I will, in the course of two or three weeks, have completed my tour of the system, and will have the road in as perfect condition as any road in the country, and will bespeak for their committee the greatest success.

Already nine-tenths of the telegraphers on the system have received abundant evidence of the value of the organization, in the shape of increases ranging from \$5 to \$25 per month, and pay for overtime, and with the meeting of the present committee with the management all differences will be satisfactorily adjusted to all members. But right here I wish to urge upon the members the necessity of keeping up your membership if you

want to retain your present increases, or gain more. "Eternal vigilance is the price of liberty," and is no more fitly demonstrated than by the rise and fall of labor contracts, according to strength of membership. Get this idea firmly fixed in your minds, allow nothing to prevail on you to allow your membership to lapse. Look upon it as the most vital obligation you have, and success will crown your labors above your highest expectations.

Give your hearty support to your committeemen. Remember that their's is a thankless job, and don't expect them to do wonders. Remember their strength lies solely in the support you give them.

To our members everywhere in Michigan I wish to say that I am in the State to stay until every road is organized and working under a contract, and to this end I wish the assistance of every member of the organization.

I want a first-class hustling member to act as local organizer on every division of every line of unorganized road in the state, and would be pleased to open correspondence with said members relative to term, etc. I have permanent headquarters at my home, at Vernon, Mich., and all correspondence should be addressed to me there. It is a peculiarly fitting time, at the beginning of a new year and of a new century for each and every one of us to make high resolves and strive with an earnest purpose to fulfill the same. Let us place our affiliation with our labor organization at the head, and strive our utmost to upbuild that which mostly contributes to our moral and financial success.

Fraternally yours,

J. F. SWAIN,
State Organizer.

Vernon, Mich, January 31, 1901.

B., R. & P. Notes.

Middle Division:—

As far as I can learn "nons" are very scarce on this line, as nearly all the boys wear the button. This is how they stack up:

At Punxsutawny, Bros. Turner and Sheats.

At Elk River Junction, Bros. B. J. Clark and Healey.

Big Run, a new man at night; name unknown.

Stanley, Bro. Spanogle checked in as agent, and the same old Bro. Miller at night.

C. & M. Junction, Bros. Higgins and Hetrick.

Bro. C. P. Jacox agent at Clearfield, with C. A. Campbell, formerly of the "AV," as clerk. C. D. Jacox, day operator.

DuBois Yard Office, Bros. Manrose and Simmons, Bro. Simmons being off on account of sickness. Hope he will soon be O. K. Mr. Kernan relieved him.

In dispatcher's office we find all dispatchers the same, only Bro. Potts, resigned, and is now on the sick list. Bro. Miller working third trick now regular on north end, with Bros. Gleason and C. P. Lech copying. Mr. O'Neil handles the cars, and Bro. Fleming chasing the messages. Dispatcher Murphy is off duty a few days on account of sickness. Bro. Miller was off several weeks on a wedding trip, and returned with the cigars.

Falls Creek, Bros. Britton and Burke. Bro. "BR" was obliged to lay off several nights on account of sickness of Mrs. Britton.

Lane's Mill Junction, Operator Gregg, regular night man, on days, and Bro. Youmans, who just finished a tour through the west, as night man, during the sickness of Bro. Potts.

Brooklynville, Bros. Ryno and Fross. Bro. Fross at present sick, Bro. Scott relieving him.

Carrie, Bro. Carroll, agent; Forbes, nights.

Carman, Bros. Faust and Warner.

Empire, Bro. H. L. Swan, all alone, as agent.

Next change is Whistletown with a new man by name of Wells at night. Bro. White still days.

Bro. A. V. Kellar transferred from Stanley to agent Johnsonburg.

Next is, as we "13," a "factory." Too bad this agent can't see his mistake and fire the student, as it is the only one on the line. The night man is O. K.

The next change is Bingham. Bro. O'Connor, resigned. The night man, Bro. McCann, at present days, and a new man, Bro. Creaton, nights.

Newtons and Dents, the same as last report. Names unknown.

Howards, the same, Bros. O'Brien and Hyde. Bro. "NE" is proud of a new O. R. T. boy at his home.

Bradford shops the same, Bros. Millikens and Ruddy.

Master mechanic's office, "FX," Bro. Frank Hutchins, who also has a big O. R. T. boy at his house.

At "NS" office, Bradford, is Bro. F. H. Russler, who lately returned from a trip through the far west. He, like Bro. Youmans, worked for the B., R. & P. a year or so ago, but left to see the west.

Quite a number of the boys have been sick with grip, and no men to spare, as operators seem very scarce. Quite a few changes have been made, but, as I do not know the boys, will be obliged to omit them, and now cut out, and, as this is my first attempt, hope to be excused from all braking, and ask some of the other brothers to take my place next month. "73" to all.

A MEMBER.

Pennsylvania Railroad.

Pittsburg Division:—

On account of the sickness of Mr. Miller, second trick man at "CP," Operators Fritchman and Hilty worked 12 hours for a few days.

Since about January 5th the operators at "GH" have been wondering if that office was made 12 hours. At this writing, we "13" January 22d to be the last day of 12 hours, as their old standby, Miss Carey, returns then, and for the present will answer to "GH."

Mr. Sumpman, night man at "WG," is learning the work at "GH." "UM," how do you like the reports from "GD" and "DR"? They are not so much after you once learn your A, B, C. Girls, "UM" is married.

M. S. Bankert, second man at Wilkinsburg, made a flying visit to Altoona Sunday, January 20th. "MS" used to make such trips when he was

single, but we can't understand what the attraction is now.

J. J. Standly, first trick man at "CM," was off sick one week from Christmas. Was it too much turkey, Jake?

J. F. Stewart, second trick dispatcher on east end of division, wife and child left January 24th for Little Rock, Ark., for a few weeks. "JF," we wish you and your family a safe and pleasant trip.

J. W. Yealey returned to duty January 23d after an illness of about a week or ten days.

W. P. Pool returned to duty Thursday, January 24th, after an illness of about ten days.

Boys, why is it you do not report your trains more promptly, and not have the dispatcher's operators call so much? If he should happen to ask for a passenger train before it is due, remember he is a new man and must learn.

S. D. Daniels, third trick man at "N," was transferred, January 1st, to C. W. Culp's department, and will hereafter be found working the machine at "BU," Seventeenth St. "DX" says its the toughest proposition "what is."

S. M. Swab, formally of the C. & C. Division at Cresson, and at present holding a fat job with the Pennsylvania Coal Co., was in Pittsburg the 19th, seeing the boys and attending lodge. Sammy says there is only one "girl now," so we are preparing our mouths to smoke the finest in town.

S. G. Clinger, second man at "CM," was off sick a day or two the latter part of December. Operators Green and Wick worked 12 hours for one day while "BX" was off.

D. W. Downes, who has been working the train wire on the east end, will tackle the west end for a few days. "Eagle Eye" has no love for the west end, so make your bunk close to the key.

L. M. Udery, day man at "RG," is working train wire in "OD." Not much time for your morning paper in there, eh! Reddy.

Wallace Reed, message operator at "SW," is working last trick at "RG."

J. J. Daniels, dispatcher at "YN," is working in Chief Yardmaster Ewing's place, he being off sick.

The train dispatchers from "BC" were moved to Youngwood the last of January.

Walter Good has returned to duty after fighting the grip for one week.

Jas. Ryan, "CY," was again a visitor to Gbg. one day this week. Jimmie says strictly biz, boys.

J. H. Cline, second trick man at "SW," is off duty on account of sickness. Hope to hear that familiar fist soon, "JC."

D. O. Peeler, formally operator at New Florence and Fairchild, but lately leverman at Seventeenth St. Tower, has left on a trip to California for his health. If the climate agrees with him Mr. Peeler expects to locate in the State of gold and flowers.

W. J. Meehan, operator at "MO," enjoyed a short vacation some time ago. "VO" says he prefers a cold weather vacation, and we suppose it is because there is no garden to make. Eh! Billy?

H. W. Wyant, operator at "BU," is posting up at "VJ." We "13" he wishes to return to the

mountain, as there seems to be some attraction up that way. Marry the poor girl, Howard, and bring her west.

John Alison, third trick dispatcher, has been very sick for last two weeks, but is mending some at present. Hope to see you out soon, Jack.

C. M. Rhoads, our popular young operator at "KN," visited Knoxdale friends Sunday, December 29. Of course, there was a woman in the case. After spending a most enjoyable evening (with his cousin) he returned to his friend's, whistling that sweet and familiar tune, "There's only one girl," but next morning, lo, and behold you, his pocketbook was missing. After searching all through the house and tearing up half the farm, he retraced his steps, and the lost was found where he had spent the evening before. "MS," were you entertaining her by standing on your head, or was papa's bulldog giving you a helping paw?

Wm. Pepper has returned to his first love (the Pittsburg Division). William pounded brass on this division about 12 years ago.

The boys on the mountain will be glad to learn that a division will be located at Altoona. Step up boys and get your name in as charter members.

Yours in S. O. & D.,

OWL.

Santa Fe Happenings.

It takes backbone to say "I will not work," when the Superintendent, roadmaster and other officials come along the road and order the agent and his little 'family out in the cold. It was a "bluff" that worked with weak, faltering brothers. Those who were strong and firm were not molested by these tyrants. Those of us who are out of work must not think the strike was lost, or was a mistake. Anyone who knows the kind of men that took our places and knows the trouble, expense and serious blunders caused by these incompetent scabby successors of first-class men, will see the point the strike has made. It is this: That no other railroads are eager to refuse just demands and throw their road into the mess the Santa Fe now is in. Victory is ours, even in seeming defeat. Thousands of dollars are being lost in freight charges at all competitive stations with the Santa Fe Route. It has been a dear lesson to the Santa Fe. If the brothers had only been true, each and every one, to his obligation, we could have won in 24 hours.

Many of the brothers have gone into other business, and are making striking successes. They are appreciated by the people for their manly stand for truth, justice and fair treatment.

The misguided scabby individual who took the night job at Glorieta, N. M., was so faithful he walked eight miles to deliver a "19" train order to an extra at the next station, not being able to copy the order, as it was sent in care of another train. Bright (?) men, these scabs.

The erstwhile scabby agent at Montgomery, Texas, has left for parts unknown, with \$2,700 of the Santa Fe's funds.

F. S. TRICKEY.

1.

Here's to the "boys" of the Santa Fe,
A brother's love and sympathy;
May they defeat the foe who had
The nerve to hire the "old-time scab."

2.

Although the race has just begun
They've entered in; yes, every one;
Their oath to God, to man their vow,
They will not break the circuit now.

3.

Come! your love of union now confess;
Come! help your brothers in distress;
'Tis our decree, our laws are just,
Wherein we place our hope and trust.

4.

The fight of labor now is on,
The "boys" enlisted, and have gone
On to the front, and to victory,
Along the line of the Santa Fe.

5.

Go, brave boys, 'tis duty's call.
Go, and protect our all in all;
From north to south, from sea to sea,
Enlist with the boys of the Santa Fe.

6.

Their cause we fully understand;
Come give to them a helping hand,
And nobly dare their cause to fight,
Until it is settled, and settled right.

HARRY S. BLACKBURN.

Erie Railway.

Meadville Division, East:—

At 8:15 our monthly meeting was called to order the minutes of last meeting read and approved, and other letters from members was read, giving a good idea of what has been going on along the line. We also heard from Bro. Chapman, who is with the Nickel Plate R. R. at Euclid, O. After a long debate under head of good of the order, the brothers adjourned to the rooms of the United Union Labor Council, where a tidy luncheon was served, and a general good time was enjoyed, and the matter of meeting in the union hall was discussed. A committee was appointed to meet with the trustees and make final arrangements, and our next meeting will be announced later by our acting secretary. Now, brothers, the "nons" are coming our way. We had one application, who passed all right, and at each meeting, if we can keep the pace up for a short time, we will not be laboring in vain. Let the good work go on, and we will win.

Bro. McElroy has bid in Union City, nights. This lets Extra Operator S. B. Lewis in at Columbus, and Extra Operator Danner gets Steamburg, nights.

Extra Operator Welch worked a few nights at Concord.

Operator Stafford has resumed work at "DV," nights, and has given up bill business at "UN."

As the fishing season on Lake Chautauqua is on now, you may look for some big fish stories from E. J. B. of J.

It seems to be the fashion now days for trains to run the block. Brothers, if you see a farmer who may chance along, call his attention to the block, and explain it, so you can have some other evidence besides your own statement in time of need.

We all are pleased to see Conductor Fairchilds back again, but still there is a doubt in our minds why Extra Operator Sherman isn't entitled to reinstatement. They were employees at a tower when No. 13 ran that block. But where an operator does not belong to the Order who will protect him? Brothers, that was a clear case of bunco, and it is seen more clearly now, to think the conductor could get back and none others. For my part I think all of them should be reinstated but the flagman on 37.

The extra operators who go to "JN" now to work will find 24 of the hardest levers on the system. One switch that the levers control is worked 775 feet from tower. To make one change the leverman has to move the levers 28 times. Brothers, this job is a hot one. Don't see how Brothers DeWitt and Hayes can do that work and follow it. Such places should have three men and work eight hours each, with a day off every two weeks.

With best wishes I will close, requesting all the brothers to come to our next meeting.

Yours in S. O. & D.,

X.

IN MEMORIAM.

Whereas, it has pleased God in His infinite wisdom to invade our fraternal circle, and remove from life's activity our beloved brother, Frank Metzenbacher, who was brought to his home at Venango, Pa.;

RESOLVED, That while we bow in humble submission to the will of Him whose ways are not our ways and whose wisdom transcends the limit of our weak vision.

RESOLVED, That we extend to the bereaved mother our deepest sympathy in this great affliction, commending them to Him whose spirit alone can lighten the valley and the shadow, and in whose words alone we can find comfort and hope.

RESOLVED, That a copy of these resolutions be sent to his bereaved home, and spread upon the minutes of our meetings, and published in THE RAILROAD TELEGRAPHER.

J. M. O'NEIL,
L. G. SANDS,
S. E. DEWITT,
Committee.

Susquehanna Division —

Born—To Operator and Mrs. S. L. Jackson, at Adrian, December 9, 1900, an eight-pound boy. Stacy is setting up the cigars.

Operator Johnson, of "UJ" tower, has been on the sick list for a week. Relieved by Extra Operator Morley.

Operator Ripley, of Corning freight house is working as assistant yardmaster in Corning yard. Extra Operator Dee is working in Ripley's place at "FD."

Operator Markle has secured the vacancy at "RX" tower nights.

Operator Sullivan has secured a regular job at "XU," nights.

Operator Harry Baxter has secured his job back on the Swale again.

Operator Spring and wife, from Canisteo, spent New Years with Operator J. B. Doane and wife, at Cameron.

Operator H. S. Owens, at Cameron interlock tower, is absent on account of sickness. Relieved by Operator Sullivan.

Operator Barnes, of "QZ" tower, has returned to work after a few days' sickness.

Operator Ray, of "DI" tower, has returned to work after a few days' sickness.

Operator Franz, of Corning, is laying off on account death of his father. Operator Linderman is in his place, and Operator Kelly, of "RX" tower, working nights.

Operator Sherman, of "AQ" tower, is on the sick list. Operator Tubbs is working days, and Extra Operator Cole working nights.

Extra Operator Crawford is working as agent at Painted Post.

Operators Downey and Whitney, of "KZ" tower, have returned to work, after a tough scrap with the grip.

Now is the time to get your card for the next six months in the Order. If you have not sent in dues, do so at once. Do not allow yourself to fall behind in the old rut, but get a gain on yourself and show yourself to be a man whom every one will respect.

CERT. 291.

Cincinnati Division:—

A splendid "smoker" was held at Wadsworth, Friday evening, January 25. Quite a large number was present. An excellent time was had through the hospitality of the resident members. Any brother who considers these meetings of little importance, socially and intellectually, make great mistakes. It is of prime importance that we meet occasionally and interchange thoughts. Matters were explained there which put different light on our sometimes narrow views. Don't fail to come to next one, which will likely be held the latter part of February at Sterling, a good place to get in and out.

Some of us are now compelled to stand up and be shot at like one time they shot at some other chap. Remember, brothers, it is better not to be too severe on non-members, because you are likely to fall once, too. This is the inconsistency of human nature. We bitterly denounce some one for their action, leaving the impression that we will never be guilty of the like, but, behold, the denunciation has barely died away when the temp-

tation is cast at our feet and we are trapped. It is well to denounce wrong, but in a charitable way. The fallen brothers will be gladly accepted again if they will but remember that others have withstood the same temptations and are still loyal. We all have to make sacrifices in life for principle's sake. We are glad there are but a few who have gone back. Sorry, though, for even that few.

The father of Bro. F. L. Boyles of Caledonia, died January 24, at Caledonia.

Bro. J. E. Taylor is working "YD," nights, until it is filled.

Operator Broyles got West Salem, nights.

Bro. John Rensch worked Hills, nights, and Sterling, days, during January. He and Bro. Keller, at Silver Creek believe in expansion, and are wearing anti-expansion clothes.

Bro. W. H. Todhunter has a fine eating house in operation at Galion. They say it is gilt-edged in every respect.

Bro. Fox, of Caledonia, was off a week in January.

Bro. Ryan, "BX" tower (Galion), is able for duty again, after a sick spell.

Bro. Tracht worked at "GN" a short time in January.

Night Operator M. J. King, at "KD," Kent, Ohio, was badly used up by toughs January 24, because he would not give keys to waiting room to them.

Bros. Curry, from Richwood, and Robbins, from Slicks, attended the meeting at Wadsworth Friday night, and report an excellent time. We hope to have more meetings so some more of us can attend.

W. L. Jenkins, who has been agent at Peoria, Ohio, for several years, has finally "landed" Urbana, days, after a long wait, on account of the difficulty of getting a man to take the agency at Peoria.

There are still a few of the brothers on this division who have not paid their dues for the past six months, ending December 31, 1900. Come now, brothers, "dig up," and let us hear from you. We need your name on our "up-to-date" card list. We need your good will and your membership to make 1901 even better than 1900.

C. M. Forbes, formerly station agent for the Grand Trunk, and also worked as extra operator on the Chicago & Erie Division, has been appointed agent at Peoria, O.

The long-talked-of new depot at Marion, to replace the old car which has served in the capacity of a depot for so many years, is now a settled fact, being in the shape of a union depot, to be built at Marion Junction (about a mile from the "car"), for the accommodation of passengers to and from the Erie, Big Four and H. V. R. Rs. A large interlocking plant, to operate the crossings and nearby switches of the four roads crossing this point will also be built, after which the Big Four and Erie, whose respective tracks run parallel between Marion Junction and Galion, will use double track between these two points, west-bound trains using Erie tracks, and east-bound trains

using Big Four track, thus handling traffic of both roads more satisfactorily.

Canadian Pacific Railway.

Mountain and Shuswap Sections.—

The December journal was probably the best journal issued up to the present. Its good stories and articles would be difficult to eclipse. It is to be hoped that Bill Williams, Mr. Walker and Mr. Warner will give us some more of such interesting stories. Mr. Warner's story should be carefully read by young men who think of taking their girls to fancy dress balls. Don't propose short dresses; you may regret it, for it is possible your young lady may be bow-legged, too. Also it shows to what depths a freight conductor will descend to capture another conductor's girl.

Bro. W. S. Clark, formerly of Sicamous Junction and Silvertown, and now agent for the S. & T. Ry. at Machias, Wash., was recently married to Miss Edwards, a young English lady, at the home of his parents, Lytton. Bro. Clark's friends congratulate him.

The following was recently heard on the wire:

"Is it a 'city' or 'RS'?"

"It is for 'F.'"

"Then it is a city."

"No; 'F' is only a village."

Bro. H. Dier has gone East for a two months' vacation, relieved by Bro. D. McManus.

Bro. Armstrong, now dispatcher at Nelson, formerly of Illecillewaet, has resigned the local chairmanship of Mountain and Shuswap Sections. Bro. A. B. Currie, committeeman, will act as temporary chairman until election takes place, about next May.

Bro. A. W. Sharp has left for Toronto for a holiday trip.

The citizens of Golden learning that Bro. Dunn was about to be transferred to Griffin Lake, got up a petition addressed to Superintendent, asking that he be allowed to remain. Vivian is the most popular night operator ever stationed at Golden, except Bro. Jelly. He is also quite popular with the ladies, and they were indignant when they learned he was about to leave. An indignation meeting for ladies only was held. One girl said it was a shame, "that the C. P. R. were horrid things." Another said it wasn't nice that whenever they had a nice operator at Golden he was never allowed to stay there, and said the same thing happened to Bro. Sharp. Another remarked that if Bro. Dunn was removed to Griffin Lake she would go, too. Simultaneously half a dozen other girls screamed, "I want to go, too," which nearly caused a rumpus. After the "chairlady" had restored order, she explained that there was hardly room for so many young ladies at Griffin Lake, as it was such a small place. Finally it was decided to get up a petition, and every girl was asked to sign it, which of course, they did. The petition was a very dainty affair, made up of perfumed pink paper,

beautifully decorated at the corners with bows of blue ribbon and artificial flowers. The preamble set forth that Bro. Dunn was a nice looking young man, a splendid skater, a very graceful dancer; that he was generous to all his lady friends (of course he didn't distribute gold watches), charming conversationalist, all of which they considered should be in his favor. The petition was then sent to the superintendent. Vivian was so overcome at this touching little incident that he has not yet recovered.

It was interesting to read the news from the Thompson and Cascade Sections. They seem to have a full allowance of "nons" there.

Bro. Gairfort, of Strathcona's Horse, has received special mention for distinguished bravery. He rode out under a heavy fire and brought in two horses which had stampeded. He is expected back about the latter end of February.

Bro. D. McManus was elected as the third member of the Adjustment Committee representing the Mountain Section.

Bro. Phillips, lineman at Kamloops, has been temporarily transferred to Field. There are three O. R. T. men there now, viz., Bro. Foley, agent; Bro. Tripp, night operator, and Bro. Phillips.

Owing to the effective work of Bro. Barker, agent at Polliser, we have another new member, Bro. Johnson. Bro. Johnson relieved Bro. Jelly at Sicamous. Bro. Jelly was off duty temporarily with an affliction of the throat, which required the care of a doctor.

We now have thirty-six members of the Order (out of a possible thirty-seven) on the Mountain & Shuswap Sections. This is the best record for any section on the entire system. Let us all try to keep up this excellent record. If you have not remitted your dues for the present half year, you should do so at once. The Order cannot be run on sympathy. If you require remittance, insurance or application forms I will gladly send them to you.

CERT. 744.

Fire Insurance on Agents' Household Goods:—

Our Order has taken a fair step to bettering our Organization by adopting a system of life insurance to this Order, but I don't remember of having read any suggestion to a scheme of fire insurance on agents' household goods and personal effects connected with the Order, which I believe if it were well planned and managed would be a great saving to all the craft, and a security to a good many telegraphers who have no fire insurance policy on their household goods and personal effects.

I wish some members would take up this suggestion and if thought practicable, it should be adopted and conducted on the best possible method.

CERT. 84.

Fort Williams and Winnipeg Divisions:—

I was very glad to see some brother make a start in last month's TELEGRAPHER, and say something from this Division. It is about time, as I

think it must be over six months since we were heard from before. I was very sorry, though, to see that the brother who contributed last month was poorly posted as to who are brothers, and who are "nons." I'm sure he did not do it intentionally, but it looks bad for a Division to see so many of the brothers called "operator" so and so, instead of "brother." You know it looks as if we were not attending to "biz," and that's one thing I want to draw attention to. We have but three "nons" on this Division at this moment, and, I am sorry to say, two of these are "backsliders," but within a very short time I am sure they will see the "error of their ways" and fall in line again.

As there are a few changes since "Cert 1008" wrote us up, I'll just mention them.

Bro. Wren is still third trick man at "S."

At Port Arthur, Bro. Bellean, days, and Bro. Merrihew, nights. "MX" says he'd quit before he'd leave "R." Fine "gal," that.

Mr. Large is agent at Murillo.

At "The Kain" is Bro. Erskine, late of Selkirk. It's too bad, Jack, but it's not for long, I hope.

Bro. Healy is agent at Dexter, but is working nights. John, that isn't right. Read Article 21.

At Savanne Bro. O'Neill is as busy as a "cranberry merchant." Beware of that "pretty young (?) lady," "O.A." She's a winner.

At Carlsbad and English River Bros. Bonewell and Hill, as agents. Both are well up in quarantine rules now, but I guess the smallpox scare is over.

Bro. Brown, agent at Bonhem, had a portable hospital on his "CS" for a few days last month, but it wasn't smallpox, either; only a Donkhober with frost bite.

Next we come to Ignace. Bro. Cullen, I "13," has resigned, and Bros. Floyd and MacDonald are doing the "brass pounding" there at present. I guess "KI" was too slow, eh, Andy?

Tache was closed nights lately, and Bro. Robinson sent to Wabigoon, nights. Bro. Picken don't like it, but says he can't help it.

Bro. Cavanagh is still agent at Dinormic, and "Joe" says he ought to have a night man.

Bro. Parlee, agent at Wabigoon, has just returned from a month's trip in the East.

Bros. Dumas and Bromley have changed places at Hawk Lake and Rat Portage, respectively. I think you got the best of it, "AR," if all we hear is true, and I guess it is.

At Deception we find Bro. Best as night operator.

At Ingolf Bro. Agar is agent. Can you talk Swede yet, Harry?

Bros. "Dave" Campbell and Kevin are figuring tonnage at Rennie, and Bro. L. Fulmore still holds the chair at Whitemouth.

Molson, the junction with Lac Du Bonnet Section, is held down by Bro. Tighe. Wonder who is going to get the agency at Lac Du Bonnet? Quite a lot of the boys are after it.

Mr. W. C. McDonald is agent at Beausejour.

Bro. A. W. Fulmore as agent at Tyndall, and Bro. Roney at East Selkirk, completes the list. Don't see many "nons" in it, eh? We are as solid as a stone wall.

Traffic is very dull just now, and the mixed trains are cancelled on Wabigoon Section, but we expect things to liven up shortly.

With best wishes to all members of the O. R. T.

Yours in S. O. & D.,

"SLIM."

O. & Q. Division, Montreal to Toronto:—

In the first place I must congratulate our Division on the excellent missionary work done by several of our brother telegraphers during the last few months. It is indeed gratifying to know that their labors have been crowned with success. There was a time when the O. & Q. could only boast of about 70% of the telegraphers having up-to-date cards in the O. R. T., but that time has gone (and I sincerely hope never to return). It is a well-known fact that the officers and general committee wanted to see at least 90% of the telegraphers of the Division in good standing before they presented our next schedule. By the way the applications have been going in during the last month I think they may count on about 95% over proof to-day (and more to follow). The writer is strongly of the opinion that every non-member could be gotten into the fold if we could just take them in the right way. Every telegrapher I think is beginning to see the necessity of becoming members of the O. R. T. They are beginning to realize that outside they have no protection whatever.

We have only to glance along the pike and see that almost every telegrapher who has been suspended or dismissed during the last year are those who had not then identified themselves with our Order. Of course, we cannot do anything for them only express our sorrow. There are a few (and we are glad to say very few) who have been reaping the benefits which have been secured by the O. R. T. for years, in fact, ever since we had a schedule, and who still refrain from supporting the cause which has added so much to the support of them and their families for years. To all such men we say we have still room and are willing to accept you into our ranks. Just fill in an application and send to our Local Secretary, Bro. Weaver, "CO" Junction, who will be glad to assist you and give you any information you would like.

The question of Sunday work has not been discussed enough. Yet I would like to see this question kept before the telegraphers for some time to come. I am strongly of the opinion if Sunday labor is abolished it will fall to the telegraphers to do the most of the work. We are almost the only employers who are monthly servants (or slaves), and the only ones who do not receive compensation for Sunday work, and it will, therefore, fall to our lot to be the leaders in this reform. Boys, there is no reason why

such long trains of dead freight which is not even marked rush cannot be moved six days in the week and allow the employes of our Canadian railways to enjoy a quiet Sunday. May the time soon come when we will not hear the sound of a locomotive whistle or rumbling of moving trains from one end of the C. P. R. to the other on Sunday.

CERT. 627.

As it is some months since any news appeared in our journal from this Division, I think Bro. Perham can spare us a little extra space this month and I will run over the Division from Western Junction to Agincourt, and see how everyone is living.

Western Junction, two good O. R. T. men, Bro. Howard, agent, with Bro. Stedman, nights.

Dorval, Bro. O. S. Tenny, agent, becoming more "Frenchy" every day.

Beaconsfield, Bro. Legault, agent, imported from Eastern Division. Good stuff. Bro. Legault was relieved by Bro. Cress while off for a few days.

St. Annes, manned by Bro. Bowbeer, agent, with Bro. Hinchey (Rusty), "owl." "Rusty" on account of the color of his moustache and eye lashes.

Vandreuil, Mr. Gervais, agent. "AD," we don't want to lose you, so overlook a few things and get straight again. Bro. Carley doing the night act, thinks "H" is so much like "King."

St. Lazare, Agent Bro. Collier is fast learning French, and why shouldn't he?

St. Clex, Bro. Berault on sick list, relieved by "Mr." Preston. Hope by the time this appears to see Bro. Berault around again, "OK."

St. Polycarpe Junction, manned by two C. A. men. Don't know 'em.

Dalhousie Mills, Bro. Reaburn as agent, claims to be so busy that he has to work twenty-six hours a day. Hard luck, eh!

Green Valley, Bro. McRae, agent. Which McRae? Why, McRea, the agent. Nothing but "Mc" around "YA." Opr. Angus, "owl," will soon be brother. He is in good hands.

Apple Hill, here we find Bro. Johnston as agent. Roger, give us something for next month.

Monklads, looked after by Bro. Barnes, agent, and Opr. Carter, nights, who has asked for paper.

Avonmore, here we find Bro. Duke as agent.

Finch, the staff here includes Bro. Seese, agent; Hutchings, day operator; Bro. Simpson, nights.

Hutchings has also asked for papers.

Chesterville, Mr. Harrop, agent; Bro. Hurd,

nights. Bro. Hurd cannot commence to tear himself away from "CH."

Winchester, Agent, Bro. Johnston; "Owl" operator, Newton. Bert has sent in his application. Only waiting for his card. Good.

Mountain, Broking, agent, doing "lots" and saying nothing.

Kemptville Junction, Bro. Hadden, as agent; Operator Putnam, "owl." "Put" has also sent in his application.

Merrickville, Bro. Jim Angus as agent. My! but Bro. Jim is busy, and Bro. Taggart, his "owl," cannot help him, as he is so taken up with driv-

ing fast horses around "MK." "Tag" says "MK" is cheaper than "ND" to drive fast horses in. Just ask Muldoon.

Smith's Falls, solid O. R. T., with two exceptions, J. H. Lawson and J. Benedict. Upstairs we find on east end dispatchers, Lawson, first; Bro. Robinson, second; Bro. Lott, third; west end, Benedict, first; Bro. Sullivan, second; Bro. Kelly, third. Down stairs, Bro. Cook, days; Bro. Smart, nights. Bro. Atkinson relieved Bros. Cook and Smart when on holidays. Frank says "SF" is a snap to "S."

Perth, Bro. Grant, agent; Bro. McLaughlin, days. John couldn't be moved with an earthquake. Bro. Patterson, nights. It was a sad loss to "FE" when Bro. Patterson was moved to "HR."

Bathurst, Bro. Munn is agent at this city.

Moberly, Bro. Stinson, agent with Bro. Buckley Buchanan, "owl."

Sharbot Lake, manned by Mr. Black, agent; Bro. Arnold and Bro. Robinson, K. & P. man, nights.

Mountain Grove, Bro. Ivory, agent. All alone since October, with only his "pipe." Expects to have them all home the first of February. Bro. Hunt, nights, has been great company to "WI" in his lonesomeness.

Ardendale, Bro. Brown, agent, has not been very strong for some time. Has had an assistant; paid out of his own pocket. Hope soon to hear of "Peter" being O. K. again.

Kaladar, Bro. Dunn, as agent; Bro. Campbell, "owl." Wonder what takes Bro. Dunn to "FE" so often? Is it a hair cut, Dunn?

Tweed, Bro. Bowes, days; Bro. "Murfey," nights; Mr. Gordon, agent. Bowes says "Murfey's" fad is sandy-haired girls.

Ivanhoe, agent, Bro. Quinnerman, with Bro. Jenkins, "owl," keep things moving around "VA."

Cent Out Junction, Bro. Backus, days; Bro. Weaver, our hard-working secretary, nights; Mr. Cromar, agent. What happened to you, "Pete," we miss you? George, keep Harry away from "FE."

Havelock, Bro. Thompson, days; Mr. Cowan, night; Mr. Dodds, agent. "NS," can't you do something with them.

Norwood, Mr. Neible, agent; Operator Robins, nights. No excuse to offer for them.

Indian River, Bro. Minore, as agent, is the smallest in the bunch.

Peterboro, here we find Bro. McHugh, days; Bro. Ashby, nights; Mr. Bamford, agent. Bros. McHugh and Ashby are both talking of going west and start farming. Both should make good farmers.

Cananville, Mr. Johnston, agent. What's the matter with you, "Alf"?

Manvers, Mr. Robinson, as agent, with Operator McCormick, "owl." We hope soon to be able to call them "brothers."

Pontypool, Bro. Anderson, as agent, has his hands full about this time of the year, but he's good for it; eh, Jim?

Burketon, Bro. Geo. Simpson, agent, says he feels 50 per cent better since his recovery from his late illness; he looks it.

Myrtle, manned by Bro. Harrison, agent, with Bro. Armstrong, "owl." They make a swell team.

Claremont, Bro. Hughes, agent. Bro. Hughes spent two weeks during holidays in Tweed and Perth. Relieved by Bro. Cress.

Locust Hill, here we find our genial Local Chairman, Bro. Green, as agent, with Bro. W. H. Cook, "owl."

Agincourt, Bro. Smith, as agent, still lights lamps. Just for pleasure, so he says. So it is, in winter.

Bro. Pearson, of Keyesman, spent a month with friends in Peterboro. All glad to see Frank again.

To Bros. Atkinson, Ivory and Weaver we owe such a fine showing of applications having been sent in by "nons." Each of them three. Why not the rest of us try and see what we can do to have them all in?

CERT. 551.

Chesapeake & Ohio Railway.

Mountain and Allegheny Districts:—

The Mountain and Allegheny Districts held their monthly meeting Wednesday night, January 19th. There were about 25 members present, all of whom seemed to be very enthusiastic as to the welfare of the Order. Boys, you don't know what you are missing by failing to attend these meetings. They are virtually the life and sinew of this grand organization, and, in fact, such assemblies, carried on with regularity, is the life of any organization, whether that organization be labor or fraternity. We know this, both by observation and experience. There are not a few who are still employed on this road who can't recall, several years ago, when our meetings were very irregular, and poorly attended, and the consequence was that our recognition by the company at that time amounted virtually to nothing. But how is it now, since we have been holding regular monthly meetings, well attended, along the line of this great system of railroad? We are not only given a recognition that is equal to the other railway orders, but our grievances receive just as fair treatment, and we receive just as much courtesy, and all of these, too, by the same officials that laughed at us a few years ago. May we urge upon the members, not only of this division, but all divisions, to attend their respective meetings. It is in the division room that we truly find out our condition. It is in the division room that we feel and cultivate a touch of human sympathy and encouragement for one another, that we cannot possibly have otherwise. Do you want to test the above statement? Then let me insist upon your coming to our next meeting and see how the boys are standing, shoulder to shoulder, on every question, whether or not it is a question of minor or vital importance. Now, just a few words to the "nons." I am not the man who does not acknowledge every man's freedom of conscience, neither is the O. R. T. an Order that denies a man's freedom of conscience, but come, "let us reason together, for I am your friend," says the O. R. T. In 1893 who was it that caused the salary of the operators to be increased to \$40 east of Clifton

Forge, and \$45 west of the same point? Your answer is, the O. R. T. Who was it, in 1899, caused the salary of a great number of our offices to be raised from \$40 to \$45, and \$50 to \$55? Again I hear you answer, the O. R. T. A great many questions of like nature could be asked, but I think I hear some "non" saying, "Yes, this is true, but the same good could have been accomplished if the operators had sent a committee without the aid of an order." Then, if this be true, don't you think the company would have displayed their friendship years ago by raising the wages of the operators and not have waited to be forced by an order? I defy you to produce an instance where the company has increased the wages of an operator for the mere asking, unless it were done out of favoritism. If your argument is sound, then the B. of L. E., O. R. C. and B. R. F. are failures. Yet, if you ask a railroad official why these men are getting such splendid wages, they will tell you, almost to a man, that it is because of their order.

Bro. Stratton has promised a great time next meeting. Won't you come up and clasp hands with us?

J. A. TRAUB.

James River Division:—

We are now commencing the new century, and we have much to be thankful for. We have prospered wonderfully the last few years, and now let us all go to work to make our Order the leading organization of railway employees. Let us make an effort to enroll every worthy telegrapher in America in our Order. We now have the best officers we have had since the Order was founded, and we owe much to Bros. Perham and Dolphin for our past successes. You can trust them fully to do their duty, and, if every member will interest himself in some non-member, and get him to join we will soon be counted as one of the leading organizations of labor in America.

I hope the new year did not catch any member with his dues unpaid. Brothers, don't let us make a bad start, with a lot of delinquent members on our rolls. If you have not paid your dues, borrow the money and send to our Secretary and Treasurer at once, and show that you are willing to do your small part. Christmas has just passed, and we know money is scarce, but if you did not reserve the necessary amount, as you should have done, you can borrow it from some friend until pay day, and get an up-to-date card. Let us all make a good beginning for the new century, and endeavor to keep it up.

We note several changes in our officials, and we believe we will be benefited by the changes. There were several well-deserved promotions, and the best of them was the promotion of Mr. E. W. Grice, our former chief dispatcher, to be Superintendent of James River and Richmond Divisions. He has been a friend to us in the past, and is one of the most fair-minded officials I have ever met. We all wish him success.

Some of the boys on this division are giving very poor service, and there is a great deal of

sleeping done, mostly by the "nons" though. I hope all will turn over a new leaf and try and give better service, as we cannot ask new favors if we do not give good service in return.

I had a visit a few days ago from a genuine scab operator. He came from the old scab line (Southern Railway), and wanted a job on the C. & O. I informed him that the C. & O. did not hire any scabs from the Southern Railway, and then gave him the G. B. And what do you think he was discharged for? For the great crime of stopping one passenger train. He was told to lay off about a year and maybe he could go back to work. We always have a few weak-kneed brothers in every strike who go back on their obligation, but if every operator in this country could see the dog's life that these scabs on the Southern Railway are living, and how they are cursed and driven by the dispatchers, I don't think we would have any scabs in our next trouble. These men are up early and off late. No overtime; \$30 to \$40 per month, and cursed by the dispatchers for the least infraction of their iron rules.

Just think of it, brothers. How many of you could stand that? That is the kind of thanks men get for scabbing and robbing their fellow men.

The great invincible labor crusher, Mr. J. H. Barrett, has been shipped from the Southern Railway. Their freight business has been practically ruined since the strike and boycott, and is still in a bad condition. If it was not for the enormous amount paid to this company by the United States Government for handling the fast mail they would be in the hands of receivers to-day.

Don't forget them, brothers. Send all your freight by white roads that pay their men living wages.

Their train men work eighteen hours before receiving overtime, and they put down their white firemen and hired negroes in their places at reduced wages.

While you remember the Southern Railway in the east, also remember the Santa Fe in the west, and let them know that we can fight as well as they. The dirty work on the Santa Fe was done by the labor crusher, Mr. J. M. Barr, who tried to crush organization on the N. & W. Ry. but made a failure.

Route your freight and passengers over roads that have been friends to us, and Mr. Barr will soon find himself in a position he cannot explain to the directors. Will cut out, as I am sure Billy will get this.

With best wishes to all, I am,

Yours in S. O. & D.,

UP-TO-DATE MEMBER.

Lexington District:—

As I was elected correspondent pro tem for the Lexington District at our last meeting, at Ashland, January 26th, I will endeavor to write a few items, as it is very seldom we ever have the pleasure of reading anything from this district in our old reliable TELEGRAPHER. We had an interesting meeting, there being about twenty of the boys present. "I think about twenty," in fact, I

was so interested in the meeting that I did not think to count them, there being only four present from this district. Boys, we ought to show up better than that. There should not be less than ten of us attend every meeting. Some of the boys became so enthusiastic that we had to call the workmen's goat before we could hold them down.

We are gaining ground on the Lexington District. We had two applications last month, and have the promise of about four more this month. We have several delinquents here whom we must get after.

At "VX" we find Bro. Elam holding forth.

At "7" we find two "nons." "SN" promised to join us next meeting.

At "CF" we find a "non."

At "W" we find two more "nons."

At "KN" we find Bro. Farmer, agent and operator. "F R," we "13" you are going to be promoted to "VX." We wish you success, for we know you have had your share of baggage to pull up the hill.

At "HM" we find a student running that joint. Wonder if he will want to stay there until he can "OS" a train, and then want to come out on the road and kick somebody out. Boys, beware of a student, for the first thing you know he will have your job.

At "GR" we find Bro. Overley, nights. Wonder if he ever goes back to "RY" to see the fair sex?

At "WI" we find Bro. Moore calling for the block.

At "PW" we find Bro. Bittenger, agent. Look here, "NB," you want to show up at some of our meetings or you will forget that we ever have a meeting.

At "PN" we find two "nons."

At "ME" we find another "non."

At "MN" we find Bro. Pierce doing the "owl" act. Look out, "OX, if you don't answer up when I call you we will still have more trouble.

At "FB" we find Bro. Brown, agent. "BR," you are O. R. T.

At "RY" we find Bro. Miller, agent, Bro. Anglin, days, and Bro. Winkler doing the "owl" act. Boys, don't worry "Z" about the blocks.

At "SL" we find Bro. Marcum living on ham and eggs.

At "RS" we find two more "nons." What's wrong there, "SY"?

At "OR" we find Bro. Dempsey, days, and Bro. Pettus, nights.

At Aden we find Bro. Sewell, with his heart quivering at the sound of the big owl.

At "QB" we find a "non." By a little persuading, boys, I believe we could catch him. Try your hand.

At "JN" we find another "non."

At "MG" we find Bro. Overley coming on at 4:50 p. m. and slipping out at 4 a. m.

At "DF" we find another "non."

At "KS" we find Bro. McNeal doing the "owl" act. "JC," you have a "non" there. Get after him.

At "CX" we find Sister McPhillips telling her daily troubles.

At "AX" we find two "nons" drawing the increased salary that the O. R. T. secured. How do you suppose they feel? I think everything I eat would taste bitter to me.

We have Mr. C. M. Freeman for our chief now, and I think the boys will all find him a good man.

I look for a regular shake-up on this district in a few days, and where we will all land it is hard to say.

Yours in S. O & D.,

"BILLY BOY."

Lexington Division:—

In looking over THE TELEGRAPHER for January, I find some very interesting articles (by the way, I think this is the best edition of this journal I have ever seen). I have studied one of the articles in particular, "The Boycott on the Santa Fe." There is no reason why the Santa Fe could not be brought to terms along the line suggested, we all have it in our power, and them at our mercy, especially the agents, who are union men. There is always some one going west from somewhere near you, and very often inquiry is made of you as to the best routes. By consulting your map you will find the Santa Fe has competitors on every side of it, lines who recognize our Order, and we have good schedules over them. If each member in the east will turn one passenger over to the Wabash, Missouri Pacific or any other competitive line, in a few months they would realize where they were standing, and if the officials would not give up, the directors and stockholders would soon see they were losing business, and it would not take them very long to find where the trouble was. When you touch a man's pocketbook you are getting next to his heart, and all these corporations are after the money, and they are willing to do anything to gain this end, and when they find it to their interests to recognize us they will do so, and not before. This little scheme can be carried on to a success. We will win our cause before they realize we have been trying to gain anything. We should always consider what kind of routing we are giving the western business before we start it, and should always remember who our friends are, and stay by them.

I would be very glad if our brothers in the west would bear in mind that the C. & O. boys have a nice schedule, and the company treats all of us with due respect. We get all we ask for, and we will appreciate if they will remember us in routing any business east we can handle. We have nice vestibuled through trains, carrying up-to-date dining cars and sleeping cars, and the service is the best to be had anywhere, and we will take care of any business you give us, and you will never regret recommending the C. & O. Route to your friends.

Anything we can do for the western brothers will be glad to do so, except the Santa Fe or any other scab route.

CERT. 163.

Huntington Division, Greenbrier District:—

Having been appointed at our last meeting, in Hinton, W. Va., to write something for THE

TELEGRAPHER, I will, with many apologies to "Bro. Billy" (Bro. Perham's goat) try my hand.

Our regular monthly meeting was held at Ironton, Friday night, January 25th, with a large number of the boys present. This is a good showing for our division, when we take into consideration the very inclement weather, and it goes to show the interest some of the members, at least, take in these meetings. There were ten or twelve applications for membership handed in and voted upon, which is another good indication that the boys are waking up. This is as it should be, and now, boys, let us all pull together, and make our division solid. All that is required is a little effort on the part of each individual member. Brothers, do not sit down and wait for a few of the members to do all the work, and then find fault and go to "kicking" because something is not done as you think it should have been. Remember, you have just as much interest at stake as any one member on the road. Now, let every one of us get to work as though we were the whole thing, and whenever you encounter one of those animals known as "nons" go right after him and tell him the evil of his ways. Point out to him a few of the things the Order has already done for us, and himself, as well. Show him what a stumbling block he is making of himself for the rest of the boys who wish to better their conditions in life. Tell them to lend us their influence for good.

We expect a large crowd at our next meeting, February 22d. Hope Bro. Stratton can be with us. We will have some very important business on hand, and new members to initiate and other candidates for membership to be voted upon. Every one that can be sure and come, for we want to see you in the lodge room, and want your help in disposing of the important business we have on hand. You all ought to take an interest, a hand and voice in this matter, or peaceably abide by the disposal the rest of us make of it. Also try and bring initiation blanks, properly filled out, and the fee of some friend. Just so sure as we let the organization go down our pay will go with it. Come, let us keep it up. We will expect speeches from several of the boys, so you had better come prepared to make one, as we want to slight no one.

DIVISION CORRESPONDENT.

To Members of C. & O. System, Division No. 40:—

I desire to thank the membership of Division No. 40 for the beautiful and useful Christmas present with which they presented me. I appreciate this gift, not only for its value, but for the sentiment it conveys.

E. L. STRATTON,
General Chairman.

Huntington Div., Kanawha District:—

Our first meeting of the new year and century at Ashland, Ky., came off at the appointed time, January 26th, and was fairly represented by members west of Ashland, but I am sorry to say there were only two members present from the

east, representing a distance of ninety miles, and embracing from thirty-five to forty operators.

This does not show up very well for new year resolutions, provided any has ever been made, of which fact I am very much in doubt.

I suppose if one of these negligent members should happen to have a grievance of some description he would be the first man to appear upon the scene of the next meeting.

Now a member who will not attend these meetings which occur only once a month, must be very much disinterested in the proceedings of the Order and careless of his own welfare. Of course it is a fact that there is some inconvenience to the operators attending these meetings from points east of Huntington on account of their inability to return home before the morning succeeding the night of the meeting, but inasmuch as this happens but once a month I think a man should have nerve enough, self-denial or whatever you may choose to term it, to inconvenience himself that often for a cause which he surely must have at heart.

Our meeting, although not uncomfortably crowded, was a very enthusiastic one. Several applications were accepted, of which one was presented with pleasure by your correspondent.

Several matters of importance were argued with an eloquence and judgment that would have made a Philadelphia lawyer turn green with envy, and which goes to show the excellent qualities and executive abilities with which some of our members are endowed.

But again there were some present who were feeling indisposed and others who were so modest as to insist on leaving the room in order to change their mind.

I understand several of the boys are on the sick list, but as it is supposed to be nothing more than a case of smallpox or black measles they expect to be out again in a few days. What was your trouble, "MA"?

C. M. Boren, former ticket agent at Ironton, O., has been appointed city ticket agent at Charleston, W. Va., vice W. J. Williamson resigned.

We have several "press" operators along the string now, but I don't know whether they are table or cross-tie pressers.

Hoping there will be a large attendance at our February meeting, I will cut over on No. "7," and answer "MN."

Yours in S. O. & D.,

CERT. 361.

The Ashland Meeting:—

The boys of Lexington, Huntington and Cincinnati Divisions met at Ashland, Ky., on regular meeting night, January 26th, and the meeting they had was the best in the history of the Division, and that is saying considerable, for we have surely had some crackerjacks. We had that old war horse, Bro. W. H. Glenn, in the chair and the way he lined us out was a caution. Bro. Grogan, our genial General S. & T., officiated as secretary and helped us talk it over. We made three good

members out of three bad "nons," and have good prospects of turning the same trick on several others. Bro. Miller, of Lexington Division, assures us that they soon expect to have their Division solid O. R. T. If this good work keeps on the time will soon come when the Western Divisions will no longer be the weak link in the chain as they always have been on the C. & O.

We are going to send Bro. Willis, one of our most earnest workers, over the Cincinnati Division some time during February, and if the members along the line will only assist him I am sure great good will be accomplished, and Bro. Willis will come back loaded down with applications of those whom he has persuaded to take a tumble to themselves and step in and help protect their own interest, for when Bro. Willis starts to talk Order he gets enthusiastic and is almost irresistible.

This is the first meeting we have had since the dispatcher's office was moved to Ashland, and I noticed several of the boys dropped in to see what a real live dispatcher looked like. Some of them were, I believe, disappointed when they struck Jack Ebe, who was officiating in the chair, and who is one of the whitest boys it has ever been my luck to go up against, as they were undoubtedly looking for the cloven foot and horns.

Bro. Wheeler, that old timer at Buena Vista, tells us he is going into the fine poultry and egg business. Suppose he will soon be advertising in THE TELEGRAPHER, "Jenuine Dominecker Eggs, \$3 a Setting."

Bro. Hiser, at "MS" cabin, is on the sick list, grip, while Bro. Yancey, of Limeville fame, is working these nights, and Bro. Kimble is doing the day act.

Bro. Byrne, of Wellsburg, was with us at meeting. He says he's off sick, but is going back to work now in a few days, as he will soon be broke.

Bro. Manlove, from Vanceburg, is now working in the dispatcher's office at Ashland. We are all glad to see him going to the front, as he is an old timer and is made of the right stuff.

Bro. Murphy, of Garrison, is taking a couple of weeks off visiting friends and relatives in Cincinnati and Indianapolis, while Bro. Rinehart relieves him, and Old Head, Bro. Jack Ishmael, manipulates the various keys around the joint at night. It is rumored that Bro. Murphy will soon take unto himself a better half in addition to a full train.

Yours respectfully,

E. E. RINEHART,
Garrison, Ky.

The Hinton Meeting:—

One of the most interesting meetings that has ever been our pleasure to attend was held in Masonic Hall, Hinton, on January 25th. Roll call showed twenty-two members present. Meeting was called to order at 8:30 p. m., by Chairman L. B. Bobbitt, of the New River District, and was ably assisted in the business transactions by Chairman J. J. Holt, of the Greenbrier District.

Ten new members were enrolled and six petitions were read, which it is needless to say proves

that the operators on the Greenbrier and New River Districts are thoroughly aroused and mean business, and that the boys on the Mountain have dropped the Greenbrier policy and adopted the New River policy, as five of the petitions read came from the Mountain, and we understand they are going to bring still more next month, and if they do New River will keep even or one ahead, as we have always done and will do as long as a "non" remains. If the present rate keeps up and the other districts of the road do likewise, the C. & O. system will be air-tight before many moons, and it does the souls of us older O. R. T. soldiers good to see them at last awakened to a realization of their duties to their profession and themselves, and now while they are awake we hope that these older soldiers will not cease in their efforts, but take new courage and let not one "non" escape alive.

Boys, we are making a show now and hope to see each of you bring a recruit with you to the meetings until none can say "there's a 'non' at such an office, why don't you go after him?" This applies especially to the committees appointed to solicit members, and who were fully armed with answers to every known excuse the poor, shameful and helpless "non" has ever been known to put up for not coming in. Some of these excuses are the poorest and most unreasonable things we ever listened to, and now that so many of the oldest "holdovers" have come out for the union and strength we want to hear the very best and fullest excuse that any non-member can give for not coming. We have a prize offered for the best excuse, and can't give it until all excuses are in and passed upon by the board, or "committee on excuses."

Here are the locations of operators on New River District so far as we know (and a little farther, likely):

Hinton, "HX," Rushford, Jones and Graybill, all red hot O. R. T., and well, that's saying a plenty. (Hello, "JW," give me bank of Hinton, pls).

Hinton, "CW," Bros. A. Wilson and L. S. Ford, days and night respectively.

Brooks, Mr. and Mrs. Seymour Meadows "OS" trains and rock the cradle.

Sand Stone, M. N. Gwinn, the old-time "non," and Bro. Allen Bragg.

Meadow Creek, Bros. O'Connor and "Pouchins," assisted by "Rastus" Beasley, run the whole thing.

Glade, Bro. Jno. L. Pope, agent, Messrs. Chapman and McCreery, operators. Wonder what Jno. L. looked so sad about at the meeting the other night?

Quinnimont, Bros. Gallagher and Myers, supervised by Bro. C. F. Roddey.

Prince, Mr. G. H. Spengler and Bro. W. H. Taylor, the Texas Ranger, nights, with Bro. F. H. Leach, agent. Ask "RO" what the rate is on hams.

"XN" cabin, new office and new operators, Bro. Ham Bobbitt, days, and N. G. Tigrett, nights.

McKendree, Bros. J. M. Smith and Okey Reed. Buffalo, Bro. and Sister Tignor.

Stone Cliff, Bro. L. B. Bobbitt, our worthy District Chairman, days, and Bro. George Washington Carter, nights.

Thurmond, Bro. Daly, of smallpox fame, and Bro. Frank (Eustice) Hill.

Fire Creek, Mr. E. Herman Bobbitt, agent and operator, and Bro. Clyde Leach, nights.

Sewell, Bro. E. L. Bock, general head push, Bro. A. C. Hill, assistant, Sister Grace R. Diefenbach, day operator, and Bro. D. E. Smyth, nights.

Caperton, Bro. C. W. Duncan, agent.

Nuttall, Bro. J. E. Bass, agent, and Bros Kendrick and L. L. Miller, operators.

Fayette, Bros. M. W. and F. A. Brellahan, agent, operator and clerk, with J. W. Micheline, nights.

Hawk's Nest, Mr. R. D. Vest, agent.

Cotton Hill, Bro. J. E. Huston, agent and operator. Mr. Fry takes care of the joint at night.

Gauley, C. N. Miller and a Mr. Smith, both new men.

Kanawha Falls, Mr. H. J. Huff, agent and operator, and Bro. Morgan, nights.

Deepwater, Mr. A. L. Settle and Wilbur Smith. Mt. Carbon, Bros. Ballard and Cabell.

Eagle, Bro. Stover.

Montgomery, Bro. G. N. Hancock, agent, Mr. Perry Pannel, day operator. Bro. P. L. Rogers opened the night office.

Handley, Mr. P. E. Dinkle and L. C. Houchins scrap with dispatchers on two districts.

CERT. 387.

A New Division at Trenton, N. J.

Our new Division, No. 85, was inaugurated by President Dolphin and staff on January 28, 1901. Addresses of advice and congratulation were delivered by the President and by S. & T. of Division No. 30, Jas. Hutton. A good attendance was present at both sessions, insuring a membership of at least 200 in all probability before our charter is closed.

The following officers were elected for term ending June, 1901: John J. Boles, Chief Telegrapher, Jersey City, N. J.; J. M. McGregor, First Assistant, Holmesburg, Pa.; R. H. Gibson, Second Assistant Chief, Bristol, Pa.; N. T. Bryson, S. & T., Trenton, N. J. Other officers elected were Jas. Lister, Marshal; Geo. Haines, O. S.; Amos Ritchie, I. S., Trenton, N. J.

All are capable men and will assist materially in the thorough organization, which we will have on this Division. As this copy of our official journal will reach quite a number who have not been fully informed with respect to the feasibility of presenting our side of the case on matters appertaining to the welfare of ourselves and profession, members will please see that the proper spirit is manifested, at least, by themselves. If every man does his simple duty in this respect you will without doubt be surprised at the results we can accomplish through our own efforts.

Organization, the law of life, is a wonderful thing; without organization nothing can be accomplished; through it we can attain any desired

end, political, religious or economic. Through our organization we can come to unanimous conclusions on matters affecting ourselves, which will be acted on by the men paid to look after and direct our work. You will find that any objections raised by petty officials do not affect us and are simply blocks in the way of their own progress. While people using such obsolete methods may be experts at describing how wrecks, etc., could be reduced to a maximum by allowing hurry-up 'phones, word by word, in the hands of inexperienced men or girls, people of intelligence understand how the minimum can be approached in such matters through a letter-by-letter method, which must be repeated to avoid mistakes, and by capable men having the full confidence of the traveling public, we may rest assured that justice will prevail in our department, and that with all beneficial, social and fraternal benefits to be derived we will be repaid tenfold for our small initiative effort.

Our grand full charter meeting will be held on February 17th, at Concordia Hall, State Street, Trenton. Prizes of gold O. R. T. buttons will be given the fortunate recommenders on application blanks. For full particulars see Secretary.

Notes:—

Operators in search of employment should call on Bro. Boles, Newark Avenue, Jersey City, for information concerning the latches on the gates in Jersey City and New York. You must be good or you can't come in. Though Bro. Jack keeps high and dry, he is O. K.

Hustler Bro. Buck Savage has been keeping the night force at it in "J" the past week, Manager Fox being laid up with grip. He is now O. K. Bro. "S" received plenty of help in true brotherly style.

Bros. Gibson, Murray, Boland, Curty, Rapp, Leary, Cutler, Griggs, and a dozen others, at day session hope for better luck in being able to attend next night meeting. It is a hard matter to attend to everything at once, however.

The fortunate ones who rode on 23 claim they would like a trip of that description again. In the future as all members will be enabled to attend to the Trenton meetings without paying part of their wages on car fare, we may hope for full attendance at all meetings. Your board of adjustment will probably be selected at next meeting; also new Division correspondent. It is highly important that all interested in the welfare of the employes of this Division be in attendance.

Yours in S. O. & D.,

CERT. 254.

Union Pacific Railroad.

Kansas Division:—

Bro. J. R. Hillhouse, agent Perry, has been away on an earned vacation of thirty days, and divided time between Hallettsville, Tex., and Delphos, Kas., spending the holidays at the latter place. He returned to work January 15th.

Mr. A. C. Hildrup, of the Junction City force, was off for ten days during the holidays, and spent a few days in Belvue with friends. "AC" is a mover on the wire, and the sleepy night man who can resist the pressure of his calls is yet to be born.

Mr. C. J. Fallon, lately with the Western Union, New York City, has taken up his abode in the west, and is nights at Perry. Mr. F. promptly declared his faith, and soon will possess a card. "FN" relates a good "moon" story, an experience at Junction City, which the boys never grow tired of hearing.

Bro. B. L. Clem, Junction City, who has been very ill of pneumonia, we are glad to announce is convalescing and all wish him a speedy recovery.

These columns have failed to chronicle the marriage of our genial Local Chairman, Bro. J. L. Chandley, manager at Junction City. The boys have all heard, however, and join in the wish that the future lot of Bro. C. and his estimable wife may be fraught with much happiness.

Bro. P. J. Garvin, formerly agent Ft. Riley, has returned to this division, after an absence of several months, and is at present nights at Junction City.

Bro. Claude N. Nichols, a recent Kansas Division boy, is now at Colorado Springs, Col., with C. R. I. & P.

Sister Nesbitt, at Topeka, has again resumed work after a few weeks' enforced absence with la grippe.

Bro. R. G. Nichols, agent Ogdensburg, was off during the holidays on a visit to his home in Indiana, and a few days in Oklahoma, with a view, we presume, of taking a "run" when the strip opens. L. C. Stout relieved him.

Bro. Criswell is again back in his old place at C. R. I. & P. Junction, nights.

More anon,

PAUL KREUGER, JR.

Fifth and Sixth Districts:—

Since a worthy brother on the Eighth and Ninth has volunteered his service, and tried to make us feel behind the times over here, we will show him, but at the same time thank him, for the unwritten suggestion. Also hope to see his hand-print again in this issue.

To begin at Rawlins, where he left off, the changes are as follows:

Bro. Thompson, transferred from Dana, nights, to Tie Siding, nights.

Bro. Ing returned to Hanna, nights, from Sherman, where he was working a few weeks. All were glad to see him back. This makes a full set of best brand of O. R. T. men at Hanna; viz. A. A. Hapgood, agent; Bro. Gordon, days, and Bro. Ing, nights.

At Como, Bro. Sanders is the whole population nights, and always wide awake.

Bro. Ford, recently installed nights at Medicine Bow, is doing good work. Bro. Shearer, agent at this point, has to do his own telegraphing now.

Bro. Fedrick, agent at Harpers, often has to respond to the midnight alarm. This will count well on overtime.

Two good members at Look Out, J. L. Sharick, agent. The night man's name forgotten in the rush.

Bro. J. J. May is back at Bosler, and expects to be a bloated bondholder soon. He is said to be fine on pastels. Eh, May.

Bro. Pee Kay Bowen has just returned to Howell after an extended visit in the south, and, perhaps, in Nebraska. That is personal, though. A Mr. Harris, from Cheyenne, was relieved by him and transferred to Buford.

Bro. W. F. White can now be found at Laramie making out the morning reports, "The White man's Burden." Formerly on the Eighth District. Bro. R. W. Keyes just transferred to Cheyenne "MC" office, nights, from Laramie, nights. J. W. Clark, formerly agent at Red Buttes relieved him.

A full hot force at Red Buttes now. Bro. J. M. Brown as agent, and a new man named Jones nights. Success to them.

Bro. Thompson coming to Tie Siding reduced Bro. Jones to night work.

Buford was recently opened up, with Bros. F. W. Thomas and Bissell in charge. Now under quarantine, as well as Granite Canon, and there is no fear of any one kicking for the jobs.

Two promised members at west end double track. They feel out of place without the blonde card handy.

There are two other promised members on the division, and that is about all we can find out of the Order. The Fifth and Sixth are very nearly solid, and there is where we can crow over our good brother of the Seventh and Eighth.

It is surprising to see what good a few letters will do in the way of organizing where it is needed. There are a few to get after here, but on some roads, where less than fifty per cent of the operators are members, it is possible to make the road almost solid simply through the medium of correspondence and an occasional TELEGRAPHER being sent for the "nons" to read. I remember two operators, a few months ago, working on a "non" road, concluded to do some good for the Order, and inside of five months had two-thirds of the men in line, and the rest going straight up. Lerch, how does that strike you? Since that time their salary has been raised in most places about eight per cent, much more than enough to pay a year's dues and take out \$1,000 in the M. B. D. That's an argument they cannot get around. Let's hear from some others.

Yours in S. O & D.,

CERT. 453.

The Southern Assessment:

It is rather surprising to learn, at this late date, that we have some members among us who have yet failed to pay the assessment on account of the Southern R. R. strike. While they are apparently good members otherwise, and mostly up to date until December 31, 1901, they seem to think they can never produce the two dollars, which should be given freely. If these back-number and lukewarm members do not intend to pay the assess-

ment they should have manhood enough to ask for a withdrawal card. It must be well-known by this time that such delinquent members will be speedily dropped from the membership. The organization has waited too long for them as it is, and it is no more than justice to others to chop all delinquents off.

"THE MAN WITH THE AXE."

Cleveland Terminal & Valley Railroad.

Will try and give you a few items from this pike, as they are best known to me. The boys are lined up as follows:

Cleveland, passenger depot, Bro. Jas. Culp.

Brooklyn, we find Bro. McDiarmid, who has just returned from a thirty-day vacation, spent in the Sunny South. Bro. Deal, relief agent, filled the position during his absence.

Willow, Bro. Stough, agent and operator. Be careful where you hang your coat, old boy.

South Park, Bro. Gibson, agent and operator, days, and Bro. Welker pounds the brass at night.

Brecksville, Bro. M. T. Hill, agent and operator.

Boston, Bro. H. F. Snyder signs the balance sheet.

Peninsula, we find Bro. Kelley, agent and operator.

Everett, Bro. Smith (the milk wrestler).

Botzum, Bro. Disler, agent and operator.

Akron, Howard St., Bro. A. E. Seatters keeps the wires hot days.

Kromroy, Myersville and Greentown (three of a kind), 'nuf 'ced; gone beyond recall. The latter enjoys a \$10 raise through the efforts of the O. R. T. "Can't see any good in organization."

New Berlin, Bro. Rowles, agent and operator.

Canton Freight House, Bro. Henry, chief clerk and operator.

North Industry, Bro. C. M. Blythe. Hard work, haint it, "Bly."

Sparta, Mr. Miller cracks the insulators with his rapid fist.

Sandyville, Bro. Deal, agent and operator, while Bro. Sweitzer "owls" it.

Mineral City, Bro. Morris, our Local Chairman, holds forth.

Bro. C. A. Andrews, formerly with the C., T. & V., is now located at Escalon, Mexico, with the Mexican Central.

What does this mean: "Mary is prostrate. Come at once"? Brother, please explain.

Well, I will cut out for this time, hoping to hear from one more qualified than I, next month.

CERT. 1553.

St. Louis Div. No. 2.

St. Louis Division No. 2 was organized on the evening of January 10th, at the Lindell Hotel, with a large attendance of charter members, as well as a goodly number of visiting members belonging to the various system divisions in this territory.

After the reading of the list of signers of the application for charter, Bro. H. B. Perham, Grand Secretary and Treasurer, who was present, was

requested to preside until officers were elected and installed.

The following officers were elected: Chief Telegrapher, L. W. Quick; First Vice-Chief Telegrapher, J. H. Studer; Second Vice-Chief Telegrapher, J. J. Lyons; Secretary and Treasurer, C. P. Comer; Past Chief Telegrapher, P. L. Yerby.

The newly-elected officers were installed by the Grand Secretary and Treasurer, and immediately assumed their respective offices.

Committees were appointed on organization and for the purpose of securing a suitable hall for regular meetings, with instructions to report at the next meeting, which was set for Thursday evening, January 17th. After the transaction of business a number of visiting members favored the division with good talks, among the speakers being Grand Secretary and Treasurer Perham, member of the Board of Directors, T. W. Barron; General Chairman E. B. Hill, of the M., K. & T. General Committee; L. D. McCoy, General Secretary and Treasurer M., K. & T. System, Division No. 22; H. B. Evans, member M., K. & T. General committee; Wm. Holman, former General Chairman, Missouri Pacific System, Division No. 31; J. C. Boggs, member Missouri Pacific General Committee.

We regret that we were deprived of the presence of our President, Bro. Dolphin, on account of his being confined to his room with an attack of la grippe. The meeting closed at 11 p. m.

Meeting of January 17th was held at the general offices of the Order for the purpose of receiving report of Hall Committee. Committee reported having secured Hall No. 4, Odd Fellows' Building, 816 Olive St., for the first and third Monday evenings of each month, which was named as the date for holding our regular meetings.

After addresses by President Dolphin, Grand Secretary and Treasurer Perham, and Senior Past President Thurston, meeting adjourned to meet in our new hall on our next regular meeting night, Monday evening February 4th, at 8 p. m.

A cordial invitation is extended to all members visiting St. Louis to make our division a visit.

Although only twenty days old, we have increased our membership to over 100, and have between fifteen and twenty applications for membership to be acted upon at our next meeting, in addition to an equal number of requests for admittance by transfer.

Baltimore Div. 17.

Our regular monthly meeting was held January 18, and the same was well attended, and proved to be very interesting. Two applications for membership were received, and two members admitted. Our prospects for the new year are indeed very flattering, and we should feel much encouraged. Let us all hustle during 1901. Do some canvassing around your territory. Take up this important subject at once, talking O. R. Tism to every non-member you know, and by the close of the year we will be able to show a large increase.

In making a trip over the Belt Line of the B. & O. R. R., we find Bros. Gossnell and Beck

at "CA," Camden Station, at the east end of the tunnel.

"RM," Mt. Royal Station, Bros. Coniff and Hurdle. Mr. Henter third man.

Our next stop is North Av., "NA," where we find our Second Assistant Chief, Bro. Latchford, and Mr. McAleer at "HW," where we are given the go-by. No up-to-date cards admitted during school hours.

At "SF," Waverly, we find Uncle Patterson, who does the act to perfection, ably assisted by Bro. McGrath, although now off with the grip. Bro. Kinnersley filling his place.

At "BA," Bay View, the end of our journey, a red target is displayed, and, upon inquiry, find Bro. Knoble has orders for No. 17. Bro. Allen fills the position at night.

Coming across the way, to "WN" Tower, P., W. & P., we meet Bro. Curry, whose tower was accidentally set on fire by some engine and the roof burned off. Bro. Wise doing the "owl" at this point.

Three new divisions of the O. R. T. instituted in January by the P. R. R. boys is evidence that they are wide awake around Camden, N. J.; Trenton, N. J., and Altoona. No. 17 extends a cordial invitation for all telegraphers to join. We have room to take care of all who come. We want your membership.

The new electro pneumatic tower at Union Station, Baltimore, was put in operation at 5 a. m., January 30th, Bro. Cunningham in charge.

Harrisburg, Pa., Div. No. 3.

Bro. H. B. Olewine has again resumed duty at "FI," Harrisburg yard, after three weeks' illness.

Bro. A. H. Keel, who, one year ago, was compelled to abandon the key at Cove Forge, on account of failing health is once more jerking lightning at the old stand. We are glad to hear the old familiar sign, "XS."

Bro. S. C. Gunter remarks that the "goat" only runs from Longfellow to Lewistown Junction Sunday mornings, and its schedule is very slow when walking is not good.

The photograph from which the half-tone picture of Lewistown Junction Station was produced, was presented by Charles Feebrer, which favor is highly appreciated by the railroad men of the Middle and Lewistown Divisions.

Bro. S. J. Konenkamp, of Division 52, met with us at our meeting January 7th, at which time he gave a very interesting talk along the line of organization. Come again, Brother.

Like Zaccheus of old, Bro. Charles Klingler, of Marysville, is "little of stature," or, rather, we should say, was, as, since the arrival of a ten-pound boy at his home, "Dada" has grown somewhat (in feelings). Thank you, we never drink.

A young knight of the key who had been approached from all sides as to whether he was in possession of the "high sign," and for a long time was compelled to respond negatively, now answers not only in words but by sign. Let more follow his example and make the old middle division resound, from Altoona to Harrisburg, with the joyous

sound of O. R. Tism. Only comparatively few remain out of the magic circle yet, and we want that few, and, as nothing is impossible to those who would succeed, let us buckle on the armor and get right down to "biz," and ere another month has passed, we will chronicle the news of a complete route of the "antis."

Owing to a great deal of sickness along the line much trouble has been experienced by the regular operators in getting off for their monthly vacation. The extra men have been worked steadily all month, and at times compelled to work twenty-four hours, caused chiefly by their relief becoming sick too late to get relief to them. When relieving the regular men, instead of the customary positive leave of absence being issued, they were relieved subject to a recall on account of sickness.

On January 1st, the Lewistown Division, with a number of other branches, was transferred to the Philadelphia & Erie Division, by which some changes became necessary. Instead of the trains being run by dispatchers at Lewistown Junction they now receive orders issued from the main office at Sunbury, but the operators at Lewistown Junction still retain charge of the trains on the Milroy branch and trains from Lewistown borough to Lewistown Junction. For a short time the eight-hour trick was abolished, but lately resumed by retaining the old force, viz: F. M. Fisher, Frank Strickler and J. N. Hoffman. A new night office has been established at Painterville, with A. H. Dreer as "owl." C. E. Cooper has been appointed trainmaster at Lewistown Junction, to succeed C. F. Kissinger, transferred.

A split trick system has been established at "HA," Baltimore Division office, at Marysville, by Bro. Gleesner working from 12 to 12, assisting Bros. Rupley and Mathias during the busy hours. We congratulate the brothers on their success in securing the system, as it adds greatly to handling the business of the office, which is very large.

We are informed that Extra Operator Bro. H. C. Miller has resigned to accept a position on the N. Y. C. & H. R. R. R. We wish the brother all success.

There is surely something more attractive than work at Cove for Bro. John Boyd, or he would not allow a passenger train to pass him and immediately afterward pump a "bike" to Duncannon. Probably it was absentmindedness.

At the regular meeting, held January 17th, it was decided to call a special meeting for Friday morning, the 25th inst., for the purpose of receiving a visit from our worthy President, Bro. M. M. Dolphin. The day came, and with it came about eight inches of snow, but, despite the elements, a goodly number of the brothers gathered at the hall, prepared to give our guest a hearty welcome. The time came for the gavel to fall, but no news from "Mike." Bros. Howard and Boyd were sent in hot haste to inquire at the hotels as to his whereabouts. They returned, and reported that he had left his footprints at the Lochiel Hotel, but was at that time roaming about the city, in search of Bro. Zimmerman, our local President. Hardly had the report been made than the portal was darkened, and Bro. Dolphin was in our midst.

He explained he had sent out a messenger boy, who, not to ruin his record for quickness and dispatch, never turned up, therefore it was expedient for him to go on a still hunt, which terminated successfully. After being introduced to the brothers present, Bro. Zimmerman resuming the chair, the order of business was taken up. Under the good of the order the several brothers were allowed to interrogate Bro. Dolphin, drawing out much valuable information concerning the work and organization. The train on which a number of us were requested to leave on being due, we bid adieu to all present, hoping that ere long it may be our pleasure to meet again.

We hear complaints that our notes for the January journal had become the prey of that avaricious goat of Bro. Perham's. Not so. On account of the failure of our assistants responding in time we had little to chronicle. If each brother will only consider himself a committee of one, and either forward any news he may have direct to us or to our secretary, it will appear in the journal. We want news of interest to the fraternity in general and the local organization in particular. Personal, births, deaths, marriages, or any happening along the middle division. Give us the facts. You need not write them out in full if you do not wish to do so. Do not write matter that will offend or cast reflections upon others, as such will be cut out or rewritten: Remember, we appreciate every stroke of the pen made in advancement of O. R. Tism along the lines of the P. R. R. If you will only furnish us with the news, unless Bro. Perham cuts us out to replenish fodder for the goat, we will serve you each month with the news to the best of our ability.

Vast changes will be made along the Middle Division during the coming summer. Contracts have been let for two additional tracks from "MI" block station to "WK" block station, through the Lewistown Narrows, and a change of line between Mt. Union and Mill Creek, which will place four tracks through Jack's Narrows. Also two more tracks will be laid from Aqueduct to Juniata bridge. All these changes lay along the banks of the Juniata river, and will require a large amount of labor to accomplish.

Bro. W. M. McEwen is back on the line, after wandering about the sphere for a long time.

The twentieth century dress of THE TELEGRAPHER is a dandy, and, although not of that fabric, nevertheless is as fine as silk. The lightning slinger who is not on the mailing list, strictly speaking, "is not in it."

LAMUS.

Missouri Pacific—Iron Mountain.

Lexington Southern Division:—

I want to say something, and I don't know how,
I must be careful or I'll raise a row;
For you know K, and you know C
Neither have use for you or for me,
For we belong to the O. R. T.

That man at ——— says to K,
"How can you change night hours for day,"

While it was made this world to rota,
Twelve hours night and twelve hours day."

Says Mr. K., "What I say is law,
And there's no use for you fellows to chaw;
I am the lord, having full sway;
I can change night for hours of day."

Refer to our schedule and you'll admit
Reads from seven to seven; then we quit.
Each train after that, without any nits;
Bet your life we'll have our two bits.

I know you would kick, but I am deaf,
As far as I care there is no relief.
Your daily hours are but twenty-four;
You may be thankful they are no more.

Now, all put shoulder to the wheel,
We haven't a one too many;
All required is a mute of zeal,
And you need not spend a penny.

We want all in line before we try;
If not treated right, then we'll ask why.
We'll show them it isn't just you and me,
But all the balance, and the O. R. T.

Now, give us attention and we'll make mention
Of a few in a poetical style,
It will all fill in, and I may come again.
Methinks I can hear you all smile.
If I do no good, I'll do no wrong,
So here I come with my little song.

Poor "B," at "MN," has all he can do;
Bro. H., at Yale; so have you;
Bro. Jenkins, at "D," among the few;
"RN," at "RA," we will not forget you.

At "RI" and "RD," to size it all up,
Are all about in the same old rut.
From "X" to "CF," and back to "C,"
There is no snaps but "RT" and "NE."

"DS" and "MS" would have nothing to say,
If day wasn't night, and night wasn't day.
From "JO" to "RI," and on up the pike,
We're off that strong, but know they're all right.

The man at "NG" has no kick,
But to the O. R. T. he is going to stick.
In this, if you find you have been slighted,
Send in your grievance and it will be righted.

Now, don't make fun, it might have been worse;
The truth of it is, this is my first.
The next time, of course, I may do better;
If you have any kick, send in your letter.

TOM.

Bro. Brooks, agent Minden, resumed work the 23d after a month's vacation. During all of that time he never got married. He knows the reason why better than we do.

W. L. Shoner, second trick dispatcher "X" office, resigned, taking effect January 1st. Mr. Shoner

was with us as dispatcher since 1890, and during all of that time none found any fault with Will. He was always in a good humor and pleasant to work with under all circumstances. He has entered the mercantile circle. We all wish you success, "L," and hope you will succeed in your new business, and have as many friends as you had during your railroad career.

S. P. Shaw, of Pittsburg, resigned his position as agent at that place.

G. S. Donahey, of Chetopa, Kas., now at Pittsburg. Porter, cashier at Carthage, placed at Chetopa, and J. W. Ralston, extra man, fills that vacancy.

Bro. Kipp, who resigned his position as day operator at "X," is now dispatcher for M., K. & T. at Denison. "K" is all right any place they put him.

Be saving with your 2752 car report blanks. If used extravagantly they may go out of use, then we wouldn't have anything to do.

If these few items don't suit you, don't blame yourself, for you didn't write them.

We expect something from all of you next month. All give us something, and if it don't go into print there is no harm done. The goat must be fed anyhow.

Pueblo Division:—

Mr. Kelly, at Ordway, is laying off, on account of being sick. Relieved by Bro. Merryfield.

Bro. Butler, at Sugar City, is a hustling. Understand he has two helpers, and they are kept busy all the time.

Bro. Reynolds is still at Galatea, and says he expects to spend the rest of his days at that place—nit.

I. E. Shain, at Eads, an old-timer, is still keeping awake nights and making plenty of overtime. He says we can call him brother soon.

Bro. Phares, agent Covington, is busy watching those two "gals" over across the way.

Sheridan Lake is a solid joint, with Bro. Nichols, days, and Bro. Auston, nights. Bro. Nichols is a hustler from the word go.

At Towner we find the cattle king, Bro. Chaffee, still doing business.

Arlington is manned by two good boys, Mr. O. A. Derby, Jr., agent, and Mr. Murphy, nights. We will call these boys brothers soon.

Horace, Kas., the division point, I cannot say how they stand, anyway think we will land them soon.

OCEAN.

K. C., N. W. Division:—

I am very much afraid that when the K. C., N. W. boys see some news from their Division that they will be very much surprised, but I hope that the news will not be the result of any fatalities. I will watch the effects of this dose carefully, and if none occurs you may look for a large one next time.

Well, boys, I hope that by this time you have started the new year aright, and are all carrying an up-to-date O. R. T. card in your pocket. If not,

better get one immediately, as they are about as nice as any turned out.

T. L. Colhorn, of Basehor, is off on a vacation. Understand that he is visiting in the vicinity of Chicago. His place is being filled by J. Larkin.

J. B. Herries, who was also off on a vacation, has returned. F. T. Williams, who worked as agent at McLouth during his absence, went to Valley Falls as night operator. Understood this is to be permanent for Bro. Williams.

C. R. Renck, agent at Dunavant, worked several days in the place of D. G. Carver, agent at Valley Falls, during the fore part of January. Do not hardly think that this move was satisfactory to Bro. Renck, as I heard him telling Mr. Edmonds, who relieved him at Dunavant, to arrange a date for the Sunday night of his return. That's all right, "CA," we have been there ourselves.

J. H. Borron, of Axtell, was off several days this month on account of being sick, Bro. Hislop, of Piper, working for him. J. E. White, of Kansas City yard, in turn relieving Bro. Hislop, with the exception of two days, when he was in Kansas City attending court, during which time E. M. McCarty, night operator and Mayor of Menager Junction, successfully held down all three positions.

Well, boys, if the division correspondent does not turn this down you may count on being afflicted in a like manner next month.

CERT. 131.

K. C. & S. W. and Council Grove Divisions:—

J. W. Scott, agent Red Bridge, Mo., is laying off on account of sickness, being relieved by J. L. Tichenor, extra operator from Sedalia. Hope to hear Bro. Scott back at work soon.

V. J. Groves, who has been agent at Stillwell, Kas., for last five or six years, has resigned to enter mercantile business back in Ohio. Sorry to lose "GR," but wish him success. M. J. Campbell is relieving him, but "13" J. A. Scott, from Red Bridge, will get this agency when he is able to work.

A. O. Brooks is relieving Night Operator Shehan, who is laying off on account of sickness in his family.

Chas. Dunaway, day operator in yard office, Osawatomic, laid off several days in January, and was relieved by A. R. Young. Young also relieved Mr. Kase, day copier in "DS," one day on account of sickness.

D. W. J. Whitchurch, days, Council Grove, is laying off, and is at Leoti, Kas., looking after his ranch. We all hope to hear his familiar fist on the wire again. He is relieved by Ed Hardy. Do not know how he stands, but wish for the best.

We have several "nons" on this pike. Let every brother do his duty by writing the one nearest to him a letter, asking him to join. It will only take you a few minute's work, and by so doing we will soon have them see the light.

Married—At Osage City, Kas., December 24, 1900, Bro. W. H. Long to Miss Ida Cole, both of Osage City. Bro. Long is employed as night operator at Osage City, Kas., for the Mo. Pac. Ry.,

and is a member of Division 31. The telegraph fraternity extend congratulations.

Hoping some one else will write a few notes next month, I remain,

Yours in S. O. & D.,

"KANSAS BILL."

Arkansas Division:—

D. C. Boyd, from the Santa Fe, is holding down the chair nights at Malvern, for the present.

H. J. Wilson, formerly Baring Cross, nights, now does the extra act in "CF," Little Rock, relay office.

A. B. Brazell is holding down Fulton, nights, for the present, while his brother, L. P. Brazell, rules the premises as agent and operator.

F. W. Butte, extra operator, holds down the tables nights at Baring Cross while "RN" is practicing at "CF."

F. W. Pilling, agent Harrisburg, is off for thirty days, being relieved by Extra Agent W. E. Needham.

John Purkins, from "CF," Little Rock, was visiting at Hope a few days recently.

Several changes in the official roster of Division 31 recently will be announced to the membership by circular from the General Chairman soon.

L. B. Sanders, Waterville, Kas., succeeds R. C. Clapp as Local Chairman.

H. T. Stahl, Englevale, Kas., succeeds R. H. Crow as Local Chairman.

Thos. Hislop, Piper, Kas., succeeds A. E. Hughes as Local Chairman.

General Secretary and Treasurer W. F. McCullough has been transferred from Larned, Kas., to Independence, Kas., as exclusive agent. The work there being too heavy for him to do justice to the Division, he resigns as General Secretary and Treasurer. His successor will be announced elsewhere.

Still the "light" shines, as will be seen by the following recent additions to our membership, to-wit: L. J. Banner, J. B. Reed, C. W. McCullar, E. P. Gaines, I. N. Grandee, N. D. Rodger, T. E. Ray, M. W. Martin, L. T. Brown, W. F. Wright and C. L. Hewitt. There are others coming this way. They have their eyes "fixed" aright, but fail to guard their feet. Each pay day finds them passing by and not stepping in. Say, brother, can't you trip 'em up and cause 'em to take a tumble?

Our General Chairman requests us to represent the entire system, but failed to provide us with an information pump or automatic mind reading apparatus. Say, you fellow, over there on those other sections, does this representation suit you? What have you done to help out?

Enclosed copy of letter from General Chairman to General Secretary and Treasurer speaks well for the "GM" force. It proves that office is solid, and that January 1st did not catch them napping:

Mo. Pac. Ry., Division 31.

ST. LOUIS, January 1, 1901.

W. F. McCULLOUGH, Esq., Secretary, Division 31,
O. R. T., Larned, Kas.

Enclosed herewith check for \$36, in payment of dues of our office force, as follows: J. T. Sullivan, C. A. Dawkins, E. L. Pierson, G. E. Flourke, E. J. Frankenfield, J. J. Lehnerts, W. J. Houlahan, L. A. Hally and T. W. Barron.

Yours in S. O. & D.,

T. W. BARRON.

All of which is respectfully submitted.

DIV. COM.

Central Branch:—

Farmington, Kan., here we find H. D. Sebring, a new brother, who answers calls promptly.

At Effingham we find Lee Peacock in charge days, and his well and favorably known face is always pleasant. Besides his station duties he must look after the county high school at times.

Muscotah is properly looked after by W. Z. Dawson, who has been answering questions there for several years.

G. B. Conklin, at Whiting, can tell you where to go to get out of town on the C., R. I. & P. Ry.

C. R. Tolliver, at Netawaka, will always be found ready to help you with your case if consulted.

At Wetmore you will find J. E. Murray, one of the most obliging gentlemen you could wish to meet. He has been looking after Mo. Pac. Ry. interests there for a long term of years.

O. W. Rowley, at Goffs, will be able to tell you K. C. & N. W. Ry. movements as well as those of Central Branch, and his knowledge of butter and eggs is great, judging from the size of wholesale house there. At nights Ed Hutton looks after K. C. & N. W. freights and keep awake sending weather.

Corning is under complete control by C. F. Bradley. Between acts of having coal "put up" he looks to the contents of the "long track."

At Centralia we find W. L. Pence, an all around hustler, who has been there several years and is a general favorite with everybody.

Vermillion is kept in proper trim by J. B. Numan. He always has the arrangements in best of shape and no loop holes for fault finding.

W. H. Cain, at Vleits, has hard times these days to keep his car supply up to the demand. Of course he is alone in that! Vleits handles big amount of grain and car famine is badly felt.

Frankfort is efficiently cared for days by W. H. Lewis, an "old-timer" at railway work, and his station speaks for experience. C. E. McBride handles the night office.

Bigelow is blessed with the only "rose among the thorns," being nicely handled by Miss Emma Hudson.

J. E. Pretz, at Irving, has been there long enough to tell you where the Union Pacific depot is located—well, most anything you want to ask him.

The people of Blue Rapids are satisfied with the clean-cut business of J. M. Wilcox, who has been with them for six or seven years.

The names Waterville and L. B. Sanders have become almost inseparable and the people wish them to remain as such. Good service and courteous treatment is the principle.

J. P. Shinkle, at Barnes, can doubtless tell you all about cattle and hog rates, as he handles such large quantities of these shipments. His station is near the top for live stock shipments.

W. L. OSBORN,
Div. Cor.

NOTICE.

To All Members Division No. 31:—

R. C. McKain, 1615 East Fifth Street, Sedalia, Mo., succeeds W. F. McCullough as Secretary of Division No. 31, on account of the latter having resigned to accept the agency at Independence, Mo. All remittances and correspondence should be addressed to R. C. McKain.

T. W. BARRON,
General Chairman.

The Operator.

BY JAMES WALKER HEATHERLEY.

God bless the boys, the railroad boys. God bless the working band—

Yes, every boy along the line, down to the common section hand—

And I want to say a word or two—I want to make it plain,

That the man who slings the lightning is the man that runs the train.

You can talk about the engineer, so brave, so true and strong,

And say he is the only man that gets the train along;

But, my friend, let me tell you, it's the working of the brain

Of the man who slings the lightning that handles every train.

Yes, there's the sweet conductor, who gets on such a dike,

And is smiled on by the ladies all along the pike;

But while they are a-smiling, there's a poor boy in a strain,

It's the man who slings the lightning—the man that runs the train.

He's just a common operator, with a little pumpkin head—

When pay day comes he signs a check, barely enough to buy his bread.

He isn't much; of course, he's not, but I'd like to say again,

That the man who slings the lightning is the man that runs the train.

Pittsburg, Div. No. 52.

At our first January meeting, Bro. Cooper presided, with Chief McGuire looking after the minutes and correspondence owing to the enforced absence of your Secretary, the latter being compelled to work during the evening. Marshal Grubb was the only absentee, and he had called earlier in the evening and gave his excuse, which was satisfactory.

Bills for December amounting to \$35.10, and sick claims for \$24.00 were read and ordered paid.

Communication from a B. & O. brother relative to his grievance was read and referred for adjustment.

Letter to Secretary informing him of contemplated visit of Grand Officers, and letter relative to universal federation, was read and ordered filed. Two petitions received and acted upon.

Request being received from one brother who was unable to meet delinquent dues, it was arranged that the brother be held over until able to do so.

Under the good of the Order, it was decided that we should hold a reception and dance some time after the Lenten season, but nothing further was done with reference to it at this meeting. As there was but little business before the Division, meeting closed at 10 p. m.

Our second meeting in January brought out a good-sized crowd, and we were all glad to see our honored guests for the evening, Bros. Dolphin and Perham. Meeting was called to order at 8:30 p. m., and two of our officers were absent at roll call. There being no bills to be acted upon, and few communications, we soon passed that head and found two applicants for admission in our Division by transfer card, which were acted upon in the regular manner. One of our brothers having asked for permission to teach the art of telegraphy the same was granted upon investigation, and another held over for the purpose of investigating.

Letter from Bro. Weiler with reference to the State Legislative Board assessment for 1901 was read, and Secretary instructed to draw voucher for the amount.

During the routine work in handling the regular business there were several passages at arms between the majority of the brothers present, which became very spirited at time, and upon a technical question Bro. Dolphin was called upon to express one of his famous HORSE BACK opinions.

Several brothers were reported upon the sick list.

Under the good of the Order, President Dolphin and G. S. & T. Perham gave us an interesting address upon the work carried on since the Special Session, and also the outline of what they expected to do in the future. Both addresses were well received and greatly appreciated by all present. We hope they will call again soon.

It was almost midnight before the Division closed, but all present were well satisfied to

remain and felt as if amply repaid for the time spent.

Yours in S. O. & D.,

KONEY.

P. & W., Western Division:—

Having looked in vain for some months for something from the Pittsburg & Western, and disappointed each time, will see what I can do toward writing something that, if accepted by the editor of our journal, will be a surprise party to yours truly.

Beginning at New Castle Junction, we have first our genial chief, Mr. Reed, dispatcher first trick; second dispatcher, Green; third dispatcher, Harbison.

As you come East you will find Bro. Ellison agent at Ellwood City, with Bro. R. A. Weigle doing the "owl act."

Stopping at Fombell we find Bro. McGrath fishing in the day time, and Bro. Dawson answers "FO" nights.

At Zelenople, Pinkerton, agent. Harmony, H. A. Halstead agent.

At Harmony Junction we find Bro. Sam Weigle looking after the comfort of the Brown's Chapel picnickers during the hot season.

Next on the list is H. J. Helm, agent at Evans City.

Arriving at Callery Junction we find Opr. J. W. Ferry juggling the interlocking and copying "31S" days. Fullerton doing the "owl" trick.

At Mars we have Bro. F. S. Zeigler agent, and Chas. Boyd assistant.

At Doumeville Bro. Browne pumps water from the "hogs" days. Squire, which is the laziest, you or Dave? J. Steinmetz, nights.

Valencia, Bro. W. F. Maratta, days, and G. Steinmetz, nights.

At the West End double track at Bakerstown Tunnel, Opr. Jaxon, days, and Opr. F. W. Marshall, nights.

Bakerstown we have Bro. Bowman, agent and operator. Bro. C. S. Steinmetz, nights. Charley, how's the "gurls" at "MA"?

At Gibsonia we find extra agent Sperry in charge of the "SX" mail route during the absence of regular agent Galbreath.

At the foot of the mountain, Wildwood, we have Bro. Myers, operator and agent, with Bro. Tracy, nights. "AW," has the gas engine blown up lately?

Next we have Opr. Waldron, days at "WI," with Opr. Wilson, nights.

At "UN" Bro. F. Maratta, days, and Opr. Hawley, nights.

At Willow Grove yard office "RO," days, finds Opr. Bouman in charge, with Opr. Crawford, nights.

The boys at "GM" can present themselves in person at the regular meetings of Division No. 52, so will not feel slighted by being left out. Would like to hear from some of the West End boys in next issue, also Northern Division brothers.

If I have missed some of the brothers on East End, they will have to make themselves heard.

Sorry to say some of our boys are reported delinquent. Boys, brace up. Keep a stiff upper lip. Rome wasn't built in a day. Get in line and see if we can't make the P. & W. solid O. R. T.

Yours in S. O. & D.,

CERT. 1016.

Altoona, Div. No. 86.

Altoona Division No. 86 was instituted on January 30th, at Altoona, Pa., in the parlors of the Engle Hotel, and considering the disagreeable weather along with the long hours the telegraphers in this vicinity have been compelled to work, owing to sickness and other causes, the attendance at the opening meeting of the new Division was good, there being a good percentage of the charter members present, and President Dolphin, Bro. Hutton, of Division 30, and Bros. E. C. Hunter, L. I. Seamon and Konenkamp, of Pittsburg Division No. 52, were there to see the new Division established. After the temporary organization had been formed, with Bro. C. D. Dinges as Chairman, and Konenkamp as temporary Secretary. The routine of reading the list of charter members approved by President Dolphin having been disposed of, the new Division proceeded to elect officers for the current term, to serve until June 30th. The roster is as follows: J. W. McCoy, C. T.; D. A. Keirn, S. & T.; Orval Seamon, First Vice-C. T.; W. H. Lego, Second Vice-C. T., and Bro. J. M. Metzger was appointed as I. S. and Bro. J. B. McCardell as O. S., that of Marshal being left vacant until next meeting night.

A committee was appointed to secure a hall for meeting on February 9th, or as near thereto as possible, and to report to S. & T. promptly in order that he may notify the members.

It has been decided to hold the charter list open for thirty days in order that all those who had expressed a wish to become charter members will have the opportunity. It is expected that the list will receive in the neighborhood of fifty or sixty additional names in that time, making a total number of almost one hundred charter members. Every brother in this vicinity should prepare to do all that he possibly can to secure new members in this time, and with but little effort I am satisfied that you will have great success. With best wishes for a long and prosperous existence for our latest offspring, "86," I remain,

KONEY.

Camden—Trenton—Altoona.

Three new Divisions of the O. R. T. is the result of a little individual effort on the part of the membership in the cities above named, the birth of each occurring but a few miles apart and within but a few hours' duration. To accomplish this task required but a little patience with some persevering endeavor and the work was done, the expense was not great.

Camden, N. J., Division No. 84:--

A meeting for telegraphers was arranged in Camden, N. J., to be held at Lincoln Hall, southeast corner of Third and Market streets, on Sunday, January 27th, for the purpose of forming and instituting Division No. 84. As advertised an open session union meeting was held from 1:30 to 3:30 p. m., and a business session after the latter hour for the benefit of night men who wished to join the Order, and an evening session at 7 p. m. to admit day men, institute the Division and elect officers.

The afternoon meeting was called to order at 2:45 p. m., by Bro. Campbell, of Division No. 74, in the chair, who announced the purpose for which the meeting was called and introduced the President, Bro. M. M. Dolphin, who took the chair and conducted the proceedings of the day. Bro. Dolphin began by explaining the extent of organization work carried on in this territory, and the remarkable strides made to the end of bettering the conditions among the telegraphers on the New Jersey lines, and that this is but the second Division of the Order to be instituted in the State named.

Invitations had been sent to local officers of the B. of L. E., B. of L. F., O. R. C. and B. of R. T. (locals of these organizations being established in Camden), to attend this meeting. The first of these brothers to be heard from was Bro. Thomas Joiner, Secretary of Division No. 22, of the B. of L. E. Bro. Joiner began by expressing his great delight at the final efforts put forth by the telegraphers in New Jersey towards organization and their decision to establish a Division of the O. R. T. in their midst, and continued for some time explaining the benefit of organization to those present, and gave some sound and very lasting advice.

Next introduced was Bro. J. A. Connell, representing Division No. 170, of the O. R. C., who began with words of earnest expression to the telegraphers, and asserted his deep interest in the work begun. Bro. Connell administered some sound advice, urged the telegraphers of New Jersey to keep right on in the path opened and cautioned them to stick by their Organization, and above all, to the regular attendance at their Division. He gave many good reasons why they should persevere, and be particularly attentive to their regular meetings.

On Bro. Connell taking his seat, Bro. Joiner again took the floor and explained how he heartily concurred in the expressions of Bro. Connell, and again urged those present to be loyal and do their whole duty like men.

Bro. McClure, of Division No. 170, O. R. C., spoke at considerable length relative to the work in New Jersey among the telegraphers by himself, the members of his Division and the other three organizations generally. Too much cannot be said in behalf of this good brother's earnest endeavors towards the advancement of this movement, and the betterment of conditions for the man at the key.

Members of the B. of L. E. and O. R. C. present, stated that it being the regular day for lodge meetings of the B. of R. T. and the B. of L. F., in Camden, that it would be impossible for any of these members to be present, as both had very important business to transact that afternoon.

Bro. Dolphin again addressed the meeting, and made a very enthusiastic and able speech at some length, and expressed his great appreciation for the kind and encouraging words of the representatives present, thanking them and the absent members of the Trainmen and Firemen, who have proven themselves to be really brothers.

After some few remarks by the members present Bro. Dolphin declared the open session closed at 3:40 p. m., when applicants were requested to retire to ante-room. The membership present was assembled by the chair, temporary organization effected and officers appointed as follows: President M. M. Dolphin in the chair of Chief Telegrapher; G. F. Good, Division No. 30, First Vice-Chief Telegrapher; L. E. Williams, Division No. 58, Second Vice-Chief Telegrapher; James Hutton, Secretary-Treasurer; P. D. Sell, Marshal, both of Division No. 30; J. K. Osmond, Division No. 4, Inside Sentinel; Noah Nightingale, Division No. 30; Outside Sentinel; L. K. Marr, Division No. 30; Past Chief Telegrapher.

The S. & T. was instructed to accompany the Marshal to the ante-room, investigate and report back to the Division. The Secretary announced that sixteen applicants were in waiting, who desire admission to membership. They being fully qualified, were escorted to the Division room by the Marshal, where they were initiated and became members of the Order. A large number had to return home on account of work and found it necessary to postpone joining because of the lateness of the hour.

After some instructions from the President to the new members present, and the necessity of being in attendance in the evening on account of the election of officers, etc., the meeting adjourned at 5:10 to meet again at 7 o'clock, p. m.

The evening session was called to order at 7:30 p. m., by P. D. Sell in the chair. M. M. Dolphin resumed his place as Chairman of the meeting. The following was the temporary officers appointed: S. W. Hiller, Division No. 4, First Vice-Chief Telegrapher; E. L. Williams, Division No. 58, Second Vice-Chief Telegrapher; J. Hutton, Secretary-Treasurer; L. K. Marr, Past Chief Telegrapher; P. D. Sell, Marshal; A. Strickland, Jr., Division, No. 4, Inside Sentinel; W. L. Overdorf, Outside Sentinel.

Upon investigation it was found that sixteen applicants were in the ante-room. The candidates were admitted to membership in the regular manner and were seated in their Division room.

The roll was called and twenty members of Division No. 84 responded, who took seats in forward part of the room for the purpose of going into nomination and election of officers. Election was as follows:

Thomas J. McCabe, of Camden, Chief Telegrapher; W. S. Cafferty, Merchantville, N. J., Secretary and Treasurer; W. F. Watts, Camden, First Vice-Chief Telegrapher; E. L. Williams, Camden, Second Vice-Chief Telegrapher.

President M. M. Dolphin appointed Bro. H. G. Stonaker to the office of Past Chief Telegrapher, and instructed him in his duties. Bros. Marr, Sell and Casey were appointed by the chair to conduct the newly elected officers, where they were obligated, installed and escorted to the station they will occupy in the Division.

The Chief Telegrapher, Bro. McCabe, took the chair and made the following appointments:

Marshal, Bro. J. R. Bodine, of Camden, N. J.; Inside Sentinel, Bro. B. M. Elfreh, of Stanwick, N. J.; Outside Sentinel, Bro. Willard Taylor, of Delaire, N. J.

On motion a hall committee was appointed by the chair as follows: A. E. Blake, O. Smith and C. R. Williams.

A committee on by-laws was appointed as follows: H. E. Gilbert, M. J. Kelly, W. C. Platt, H. R. Dix, and G. B. Herbert.

On motion the charter fee of \$6.00 was extended for thirty days.

The next regular meeting of Division No. 84 will be held on February 11th. The Division adjourned at 10 o'clock p. m.

During the day but thirty-two applicants appeared seeking admission to the Order. It was next to impossible for more to be present. About sixty or over applications were filed and the necessary fee paid. This is besides the number admitted.

Trenton Division No. 85

Is the name and number of the new Division that will hereafter shine in all its dignity in the capital city of the State of New Jersey. This Division has been a long-felt want, and has for a number of years been the subject of much discussion at the hands of the State Legislative Board of Railway Employees of New Jersey, and other channels in the labor world of equal import.

This movement has a significant meaning for the five railroad organizations in the State named, and important measures that will come before the State Legislature will be materially advanced by the birth of this new industry that is composed of talented and intelligent machinery.

Arrangements were perfected whereby an afternoon and evening session for railroad telegraphers was held at County Democracy Hall, Broad Street, Trenton, on Monday, January 28, 1901, for the purpose of perfecting permanent organization of Trenton Division No. 85, of the O. R. T.

The afternoon session was called to order at 3 o'clock p. m., by T. M. Brown, in the chair, who after explaining the purpose of the meeting, introduced President M. M. Dolphin. He, in turn, being extended courtesy of the chair, made a lengthy address, explaining the benefits of organization, etc.

The number present, upon being interviewed, declared their intention to become members of the Organization, and arrangements to this end was taken up by Bro. Dolphin and members of the Order present. At this hour twenty new members were formally admitted, their names to be placed on the rolls of the O. R. T.

After some necessary instructions and sound advice delivered by President Dolphin, the new members present went into nomination of officers to be continued at the evening session—this for the purpose of giving those who cannot attend in the evening an opportunity to name their new officers. This being done the Division adjourned at 5 o'clock to meet again in same hall at 7:30 p. m.

The evening session was called to order at 9 o'clock, p. m., by President M. M. Dolphin in the chair, and after a speech and a few other preliminaries, eight more new members were admitted to the Order. The brothers were seated and nominations for officers were continued.

At the afternoon session the following temporary officers were appointed: J. Hutton, Division 30, Temporary Secretary and Treasurer; A. J. Boland, Division No. 30, Assistant Secretary and Treasurer, and Bro. Reed, Division No. 74, Marshal. Election of officers was taken up with the following result: J. J. Bolles, of Jersey City, Chief Telegrapher; J. W. MacGregor, of Holmesburg, Pa., First Vice-Chief Telegrapher; R. H. Gibson, of Bristol, Pa., Second Vice-Chief Telegrapher; N. T. Bryson, of Trenton, N. J., Secretary and Treasurer.

President Dolphin appointed Bro. Lister, Marshal, to conduct officers, who were formally installed and escorted to their stations in Division.

The new Chief Telegrapher, Bro. Boles, made the following appointments: James Lister, of Trenton, Marshal; A. B. Ritchie, Trenton, Inside Sentinel; G. W. Haines, Trenton, Outside Sentinel.

On motion, the charter fee was held open for thirty days longer.

The Division adjourned at 10:35 p. m., to meet again at Concordia Hall, on Sunday next, February 3d, at 2 o'clock, p. m.

At the first regular meeting of Trenton Division No. 85, held at Concordia Hall, on the 3d inst., considerable business was transacted, about eighteen members being present. The manner in which the routine business was disposed of was sufficient to put to blush the members of some sister Divisions had they happened to be present. Organization and committee work was very much in evidence. The organization committee, composed of about seven members, meet about three times a week. A grand charter opening meeting is set for the 19th inst., and all telegraphers to be invited. The officers of the five railway organizations will be requested to be present, both local and national, at an afternoon and evening session, and encouraging results is looked for. If arrangements can be perfected County Democracy Hall will be turned over to the railway boys for one day. Members of all Divisions will please take

notice, and be in attendance if possible, and also urge non-members to take a holiday on that day and attend. Division No. 85 will meet regularly on the first and third Friday evenings, at 8 o'clock p. m., at Concordia Hall. They have been fortunate in securing cosy and roomy quarters.

The former temporary Secretary and Treasurer was present at this latter meeting and turned over all papers and money to the present S. & T., Bro. N. T. Bryson.

It should be announced here that although but twenty-seven telegraphers could be present to be admitted to membership on the 28th ulto., in the new Trenton Division, a number not less than sixty-five have already filed their applications and have made whole and partial payments of admission fee, but could not attend on account of being on duty, this bringing out the fact that there is an extreme shortage of telegraphers in this territory. This inconvenience will, however, be met.

By a dispensation granted by the President, M. M. Dolphin, Bro. J. P. Callahan was appointed Past Chief Telegrapher of Division No. 85.

Altoona Division No. 86

Is the third Division to be instituted in this Eastern district within the week. On January 30th this Division was formally established by President M. M. Dolphin, assisted by the Secretary of Pittsburg Division No. 52, and Secretary of Philadelphia Division No. 30. Officers were elected and installed, and it is safe to say that before sixty days this new-born will be one of the banner Divisions of the East.

Division correspondents are now in order for these three new Divisions, and we will look for lots of good news from month to month. Be particularly careful to attend your Division meetings regularly.

Yours in S. O. & D.,

CERT. No. 169, PHILA. DIV. No. 30.

Considering the short time in which there was allowed, the ball held in this city by the Philadelphia Div. of the O. R. T., it was a financial and social success. Hard work was experienced by the ball committee, and their time for this work was very limited. Bro. W. Harry Osmond was Grand Conductor, and the Grand March was led by Bro. W. H. and Mrs. Osmond.

The reception committee were the following Brothers: J. L. Hughes, P. D. Sell, H. A. Smith, L. K. Marr, J. J. Ryan, James Hutton and M. E. Casey, all of Division No. 30; W. C. Frazier, J. K. Osmond, S. W. Hiller, J. H. McConnell, I. F. Gill, W. E. Hoopes and R. H. Conway, of Division No. 4.

The auxiliary committee was as follows: Mrs. J. L. Hughes, Mrs. L. K. Marr, Mrs. P. D. Sell, Mrs. W. C. Frazier, Mrs. J. K. Osmond, Mrs. S. W. Hiller, Mrs. R. H. Conway, Mrs. W. Harry Osmond, Mrs. H. D. Sell, Mrs. T. O. Gallagher, Mrs. G. F. Good, Mrs. W. H. Wivel, Mrs. John

Ring, Mrs. F. S. Niepling, Mrs. W. L. Overdorf, Mrs. J. H. Sibley and Mrs. W. A. Berger.

The programme was of handsome design and the committee on this work deserve much credit for their work.

Prof. F. M. O'Hara's celebrated orchestra furnished the music. This was *union made*, and Bro. O'Hara is besides a member of Division No. 4.

Yours in S. O. & D.,

CERT. 169, DIV. No. 30.

"On the Hog."

With apologies to Edgar Allan Poe.

Once upon a midnight dreary,
As I slumbered, sore and weary,
In a cosy railway waiting room,
And stretched out upon the floor,
Suddenly, there came a tapping
As if some one gently rapping
On the soles of my "tomollics,"

Covering my feet so sore.
'Tis an officer, I muttered,
Just a "bull,"
And nothing more.

Still I lay there, but not dreaming,
Wide awake, and vaguely scheming;
Whilst my guest, the genial copper,
Pointed to the open door.
Outside the wind was blowing,
The stove beside me glowing;
And my costume was a remnant
Of a suit I'd worn of yore.
Mere shreds of some old garment,
I had picked up,
Long before.

So I lay there shrewdly scheming
How to dodge this creature, beaming
O'er my dirty unkempt carcass,
Lying there upon the floor.
Well, indeed, I knew the meaning
Of that "billy" o'er me gleaming;
I had oftentimes come in contact
With a similar club before;
Its a case of hit the curbstones, mused I,
Just move on,
And nothing more.

"Officer," said I, "don't molest me,
Let me tarry here, and rest me.
Basking in this tepid atmosphere
Is something I adore.
I'm a poor unfortunate bummer,
And blew in here on the 'hummer,'
But I'll hit the trail tomorrow
And return here nevermore.
In the morning I will vanish
And you'll see me
Nevermore.

Long and fervently I pleaded,
But the copper never heeded

The old, old hard-luck story
He'd heard, so many a time before;
Oh, how gloomy I was feeling,
Chain-gang visions o'er me stealing,
As this pondrous grizzly peeler
Pointed to the open door
Like a stalwart hated demon
Pointed to the open door.

Hoping yet to win his pity,
I continued, with my ditty,
Kind, brave, benevolent officer,
Leave me, leave me; I implore.
He then resumed his tapping
On my little feet so sore,
With his billy started rapping,
Not so gently as before.

Wicked, cruel thing of evil,
Whether human, beast or devil,

Bloated, blear-eyed, red-nosed,
Wide-mouthed, dog-faced,
Sodden, drunken bore,
Why was you around here tapping
On my feet already sore,
While I was serenely napping,
Lying here upon the floor?

Is it right, you burly lubber,
For you to come round here and "rubber"
After poor, ill-fated hoboes?
Are you out in quest of gore?
In reply he seized my collar,
Quickly raised me from the floor.
Then the "bull" and I together
Ambled through the open doors,
"Vagged," he hissed,
And nothing more.

ASA LEE.



Grand Division

THE ORDER OF RAILROAD TELEGRAPHERS.

FINANCIAL.

Cash receipts January 1st to 31st inclusive \$7,896 61
Disbursements 5,964 13

NOTE.—Disbursements for the month of January were considerably above normal on account of liquidating expenses incurred during the strike on the Atchison, Topeka and Santa Fe Railroad.

MEMBERSHIP.

Members in good standing January 1st, 1901 12,399
Members initiated in January 301
Total 12,700

MUTUAL BENEFIT DEPARTMENT.

Assessment No. 23 is due on February 1, 1901. Time for payment expires March 31, 1901.

BENEFITS PAID DURING JANUARY, 1901.

CLAIM No.	NAME.	CAUSE.	DIV.	CERT. No.	SERIES.	AMT.
51	J. E. Kane . . .	Acute Tuberculosis . . .	52	2,016 . . .	C . . .	\$1,000
53	J. E. Smith . . .	Typhoid	Grand . . .	2,426 . . .	C . . .	1,000
54	John McNerney .	Phthisis	80	1,272 . . .	A . . .	300

FINANCIAL STATEMENT MORTUARY FUND.

RECEIPTS.

Received on Assessment Account to December 31st, 1900 \$50,579 89
Received on Assessment Account, January, 1901 3,960 40
\$54,540 29

DISBURSEMENTS.

Death Claims paid to December 31st, 1900 \$29,600 00
Death Claims paid in January 2,300 00
Assessments refunded, account rejected applications 185 25
Assessments transferred to dues, account rejected applications 7 50
Cash on hand to credit Mortuary Fund, January 31, 1901 22,447 54
\$54,540 29

H. B. PERHAM, *Grand Secretary and Treasurer.*

THE RAILROAD TELEGRAPHER.

OFFICIAL DIRECTORY.

General Offices, St. Louis, Mo.

GRAND OFFICERS:

M. M. Dolphin.....President St. Louis, Mo.	S. J. Kelley.....Second Vice-President Salt Lake City, Utah.
T. M. Pierson.....First Vice-President St. Louis, Mo.	F. G. Sinclair.....Third Vice-President St. Louis, Mo.
H. B. Perham.....Grand Secretary and Treasurer St. Louis, Mo.	

BOARD OF DIRECTORS.

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A. O. Sinks (Secretary), Jefferson St. Depot, Portland, Ore.	T. W. Barron, 2900 Washington ave., St. Louis, Mo.
C. E. Layman, Troutville, Va.	

ADVERTISING.

All correspondence pertaining to advertising should be addressed to W. N. Gates, Advertising Manager Garfield Building, Cleveland, Ohio.

DIVISION DIRECTORY.

GRAND DIVISION—Attached membership not confined to any particular railroad or territory. M. M. Dolphin, President, St. Louis, Mo.; H. B. Perham, Grand Secretary and Treasurer, St. Louis, Mo.

NO. 1, MONTREAL, QUEBEC.—Division covers the Grand Trunk Railway System. Meets subject to call of Chairman. R. H. Reynolds, Gen'l Chairman, Beechville, Ont.; D. Campbell, Gen'l S. & T., Drayton, Ont.; P. D. Hamel, Ass't Gen'l S. & T., Blue Bonnets, P. Q.

NO. 2, ST. LOUIS, MO.—Meets 1st and 3d Monday each month, at 8 p. m., Hall No. 4, I. O. O. F. Building, Olive St., between 8th and 9th Sts., St. Louis, Mo. L. W. Quick, Chief Telegrapher, Room 918 Fullerton Building, St. Louis, Mo.; C. P. Comer, S. & T., 1714 Locust St., St. Louis, Mo.

NO. 3, HARRISBURG, PA.—Meets 1st Wednesday evening at 8 o'clock, and 3d Thursday morning at 8:30 o'clock each month in Enslinger Building, corner Third and Cumberland sts., Harrisburg, Pa. E. L. Zimmerman,

Chief Tel., 1611 N. Sixth st., Harrisburg, Pa.; E. C. Miller, S. & T., 625 Dauphin st., Harrisburg, Pa.

NO. 4, PHILADELPHIA, PA.—Meets on 1st Saturday at 8 p. m., at Room A, Odd Fellows' Temple, Broad and Cherry sts., Philadelphia, Pa. G. A. Richardson, Chief Tel., Oaks, Montgomery, Pa.; W. C. Frazier, S. & T., 4251 Pennsgrove st., Philadelphia, Pa.

NO. 5, KANSAS CITY, MO.—Division covers the Kansas City, Pittsburg & Gulf Railroad System. Meets subject to call of Chairman. E. T. Nickel, G. C., Amsterdam, Mo.; D. E. Chambers, Gen'l S. & T., Merwin, Mo.

NO. 6, OMAHA, NEB.—Division covers the Union Pacific Railroad System. Meets subject to call of Chairmen. F. A. Baldwin, Gen'l Chairman, Lock Box 26, Milliard, Neb.; L. M. Tudor, Ass't Gen'l Chairman, Rawlins, Wyo.; R. R. Root, Gen'l S. & T., Wood River, Neb.

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- NO. 10, KNOXVILLE, TENN.—Meets first Saturday night of each month at K. P. Hall, Depot st., Knoxville, Tenn.; W. L. Webster, Local S. & T., McMillan, Tenn.
- NO. 11, OLD TOWN, MAINE.—Meets last Sunday each month at 1 p. m., G. A. R. Hall, Old Town, Me. L. F. Crane, Chief Tel., Orano, Me.; B. A. Brackett, S. & T., 10 Merrimac st., Bangor, Me.
- NO. 12, BELPRE, OHIO.—Meets 3d Wednesday each month at 8 p. m., to 619 6th st., Parkersburg, W. Va. P. Costello, Chief Tel., Belpre, Ohio; G. J. Steurer, S. & T., 626 Depot st., Parkersburg, W. Va.
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- NO. 16, NIAGARA FALLS, ONT.—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. m., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. A. J. Broderick, Chief Tel., Niagara Falls, Ont.; B. Knight, S. & T., Niagara Falls, Ont.
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- NO. 24, WILLIAMSPORT, PA.—Meets 1st Wednesday of each month in Wightman Block, No. 22 West 4th st., Williamsport, Pa., and on the 3d Friday of each month on third floor of Postoffice Building, Main st., Lock Haven, Pa. C. E. Sturgis, Chief Tel., 44 Linck Bldg., Williamsport, Pa.; J. I. Klingenberg, Gen'l S. & T., Sunbury, Pa.
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- NO. 30, PHILADELPHIA, PA.—Meets 3d Friday at 8 p. m. in Dental Hall, N. W. Cor. 13th and Arch sts., Philadelphia, Pa. J. L. Hughes, Chief Tel., 1225 Sansom st., Philadelphia, Pa.; James Hutton, S. & T., 1463 Wilton st., Philadelphia, Pa.
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- NO. 32, ST. LOUIS, MO.—Division covers the St. Louis & San Francisco Railroad System. Meets subject to call of the Chairman. E. W. Smith, Gen'l Chairman, Monett, Mo.; L. Stevens, Gen'l S. & T., Valley Park, Mo.

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- NO. 38, COLUMBUS, OHIO.—Meets 2d Wednesday evening, at 8 o'clock, at Fraternity Hall, 111½ S. High st., Columbus, Ohio; L. A. Bowman, Chief Tel., Orient, Ohio; Percy E. Wright, S. & T., Box 148, Worthington, Ohio.
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- NO. 51, GROVE CITY, PA.—Division covers P., B. & L. E. Ry. System. Meets subject to call of Chairman. R. O. Waddell, Gen'l Chairman, Cranesville, Pa.; B. E. Crouch, S. & T., Gehrton, Pa.
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- NO. 53, Southern Pacific System Division covers the Southern Pacific Railway lines. Meets at 8 o'clock p. m., in the lodge room, No. 20 Eddy st., San Francisco, Cal., 2d Saturday of each month, Local Chairman W. E. Davidson, of the Western District, presiding, and 4th Saturday of each month, Local Chairman F. G. Wetzal, of the Coast District, presiding, and the 1st Tuesday of each month at the residence of L. N. Buttner, Port Costa, at 8 p. m., Bro. Buttner presiding in the absence of all members of the Local Board for the Western District. George Estes, Gen'l Chairman, Roseburg, Ore.; W. R. King, Asst. Gen'l Chairman, territory east of and including El Paso, Texas, Eagle Lake, Texas; B. A. Meyer, Gen'l S. & T., Ocean View, Sta. L, San Francisco, Cal.
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- NO. 55, CLEVELAND, OHIO.—Division covers the Wheeling, Lake Erie Railway System. Meets subject to call of Chairman. G. J. Whelan, Gen'l Chairman, Horst, Ohio; J. W. Girt, Gen'l S. & T., Navarre, Ohio.
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- NO. 57, HOUSTON, TEX.—Division covers the Houston & Texas Central Railroad System. Meets subject to call of Chairman. W. J. Burke, Gen'l Chairman, Denison, Tex.; G. C. Morgan, Gen'l S. & T., Hearne, Tex.
- NO. 58, WILMINGTON, DEL.—Meets 3d Tuesday evening, 3d floor Western Union Bldg, 3d and Market sts., Wilmington, Del. P. Chas. Bogan, Chief Tel., Edgemoor, Del.; W. J. Holton, Gen'l S. & T., Iron Hill, Md.

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- NO. 60, SALT LAKE CITY, UTAH.—Division covers the Oregon Short Line. Meets subject to call of Chairman. A. E. Beamer, Gen'l Chairman, Kemmerer, Wyo.; W. A. Hawk, Gen'l S. & T., Melrose, Mont.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blais, Chief Tel., Caucapscal, Que.; R. A. McMillan, S. & T., Eel River Crossing, N. B.
- NO. 62, CLEVELAND, OHIO.—Meets 1st Saturday evening at B. of L. F. Hall, Cor. Pearl and Jay sts., Cleveland, Ohio. C. F. Mayer, Chief Tel., 231 Wade av., Cleveland, O.; J. T. Coffey, S. & T., 20 Kane st., Cleveland, O.
- NO. 63, MONCTON, N. B.—Meets 3d Thursday of each month at 6:30 p. m. in Mason's Hall, Main st., Moncton, N. B. S. C. Charters, Chief Tel., Point DuChene, N. B.; M. McCarron, S. & T., Moncton, N. B.
- NO. 64, LEVIS, QUE.—Meets 4th Friday of each month at 8 p. m. at Terminus Hotel, Levis, Que. F. I. Leblanc, Chief Tel., Montmagny, Que.; F. Samson, S. & T., St. Valier, Que.
- NO. 65, GRAFTON, W. VA.—Meets 2d and 4th Wednesdays of each month at 8 p. m., K. of P. Hall, Main st., Grafton, W. Va. L. G. Cockrell, Chief Tel., Tunnelton, W. Va.; E. J. Shaugnessy, S. & T., Grafton, W. Va.
- NO. 66, THURO, N. S.—Meets 3d Thursday of each month at Crowes' Hall, Inglis st., Truro, N. S. J. W. Gunn, Chief Tel., Belmont, N. S.; Geo. O. Forbes, S. & T., Lower Stewiacke, N. S.
- NO. 67, WILKESBARRE, PA.—Meets on the 2d and 4th Wednesday, each month, at Donnelly's Hall, No. 58 Public Square, Wilkesbarre, Pa. E. E. Evans, Chief Tel., 136 S. Grant st., Wilkesbarre, Pa.; J. Nelligan, S. & T., Ashley, Pa.
- NO. 68, CUMBERLAND, MD.—Meets 3d Wednesday of each month at 8 p. m., at Mechanics' Hall, Cor. Baltimore and Liberty sts., Cumberland, Md. W. G. Morris, Chief Tel., 2 Polk St., Cumberland, Md.; R. C. Cornwell, S. & T., Patterson's Depot, W. Va.
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- NO. 70, ATLANTA, GA.—Meets 2d Sunday of each month at 10 a. m. in O. R. C. Hall, 2d floor, Cor. Alabama and Whitehall sts., Atlanta, Ga. Chas. Daniel, Local Pres., 65 Cone st., Atlanta, Ga.; D. G. Hurley, Local S. & T., Box 630, Atlanta, Ga.
- NO. 71, OSKALOOSA, IOWA.—Meets 3d Wednesday in each month at 8 o'clock p. m., at Oskaloosa, Iowa. L. P. Ballinger, Chief Tel. and S. & T., Lacey, Iowa.
- NO. 72, ST. JOSEPH, MO.—Meets 3d Tuesday of each month at 8 p. m., at 623 Mount Mora Road, St. Joseph, Mo. H. E. Trader, Chief Tel., St. Joseph, Mo.; W. E. Reese, S. & T., Box 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Saturday of each month at 8 p. m., on 4th floor, Odd Fellows' Hall, Broadway, Mauch Chunk, Pa. Hon. J. N. Weiler, Chief Tel., Lock Box 17, E. Mauch Chunk, Pa.; Eugene E. Ash, S. & T., Box 385, Mauch Chunk, Pa.
- NO. 74, ELIZABETH, N. J.—Meets 2d Saturday, 8 p. m., each month, in Star Theater Bldg., East Jersey st., near Broad st., Elizabeth, N. J. A. K. Gerry, Chief Tel., 129 Broadway, Elizabeth, N. J.; M. H. Shafer, S. & T., 526 Monroe ave., Elizabeth, N. J.
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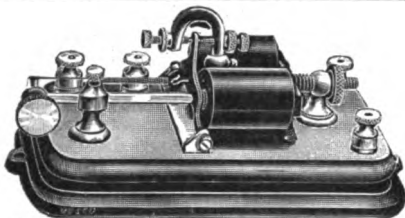
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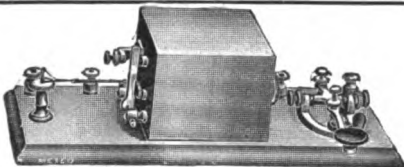
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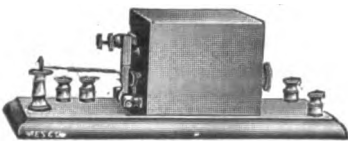
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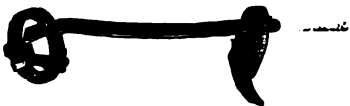
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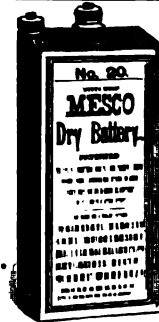


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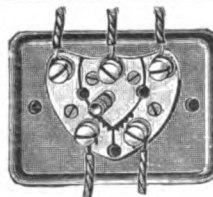
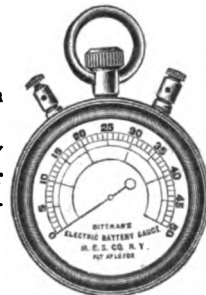
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No. 3

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March
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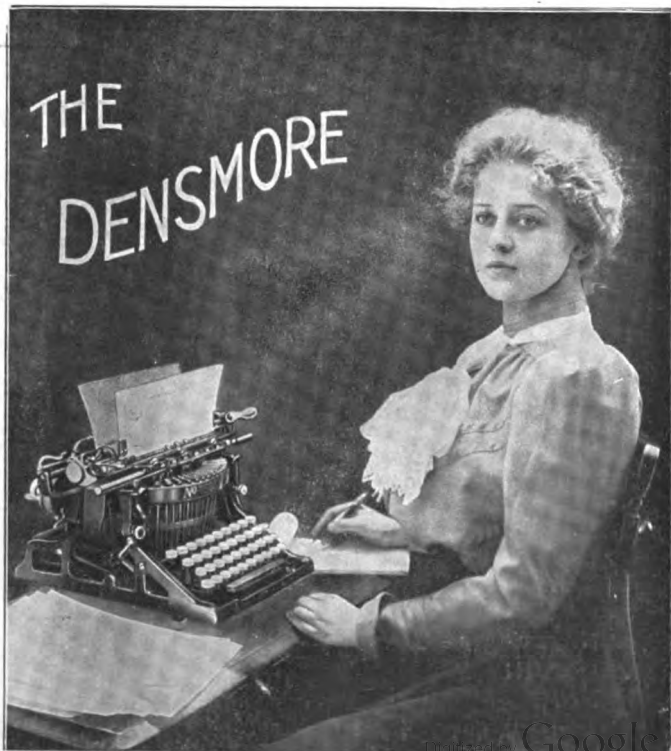
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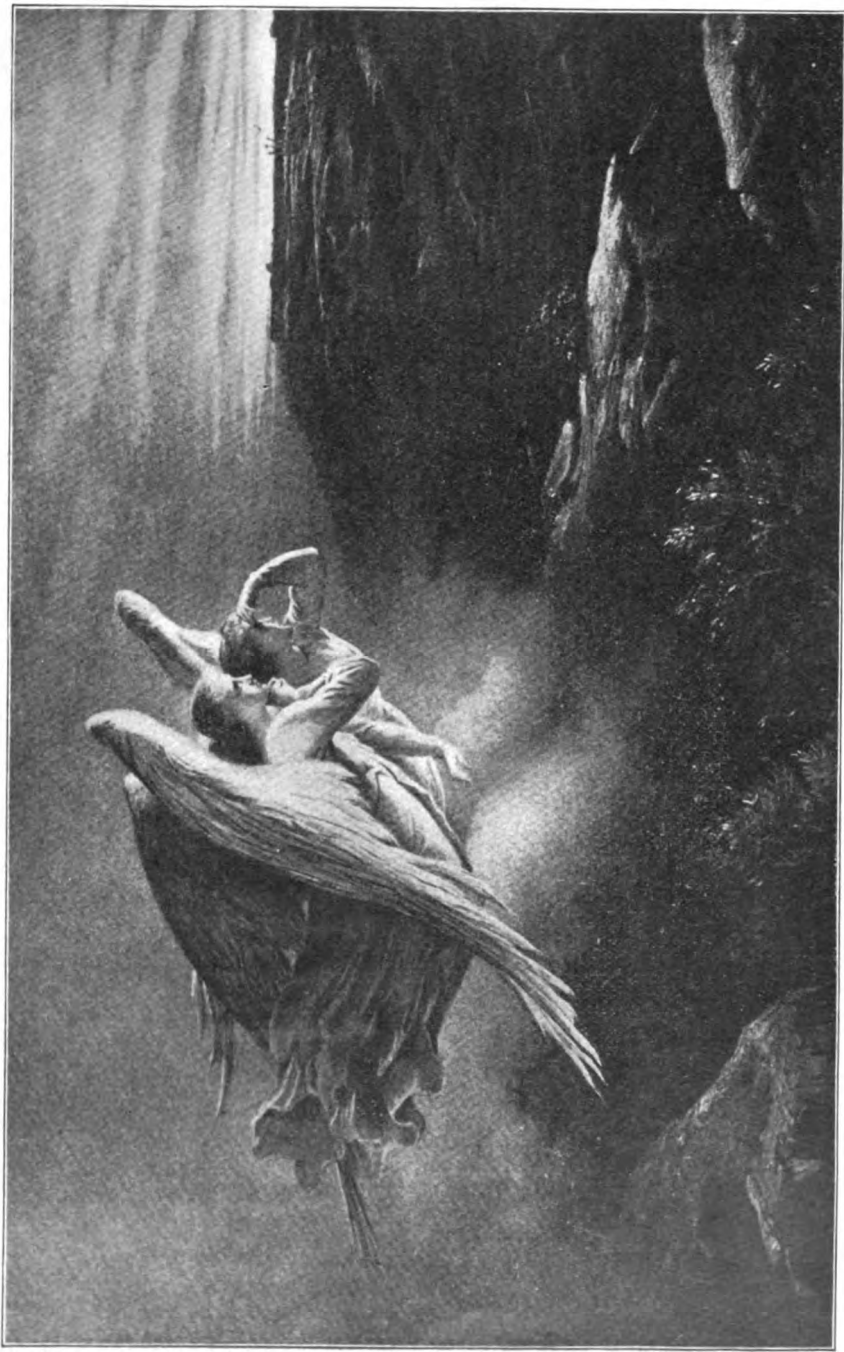


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VOL. XVIII.

MARCH, 1901.

No. 3.

EDITORIAL

THE GREAT STRIKE OF 1877.

IN GLANCING over the pages of the Third Annual Report of the Commissioner of Labor, which covers the strikes and lockouts of 1877, a piece of industrial history is brought to light that ought not to remain forgotten on the book shelf. Intelligent men are generally willing to take advantage of the experience that others have gone through, and with the trouble that seems to be impending in the Eastern coal mining districts, a review of the happenings of the past should be beneficial to both sides of the controversy.

What men did in 1877 they will do in 1901. The labor situation has changed somewhat since that time in that it is more sure of its position, more profoundly impressed with the justice of its cause and what is far more important has leaders of greater intelligence and generally increased caliber.

Although this recital contains the strict adherence to truth and the cold indifference as to consequences that befits an official report, it is still an interesting, if not exciting story. It is an argument against strikes because the damage wrought by sympathizers did not militate against the corporations nearly as much as it did citizens and taxpayers who were directly concerned in the struggle. It is a lesson for hard-headed captains of industry who know what indirect damages mean that cannot be recovered in court or evened up by any process known to the ingenuity of man.

The Pennsylvania Railroad Company, some time after the panic of 1873, reduced the wages of its employes 10 per cent, and, on account of the general decline in business, made another reduction of 10 per cent, which took effect on the 1st day of June, 1877.

Immediately after the order for this latter reduction to go into effect was promulgated, the employes of the different railroads having their termini at Pittsburg commenced agitating the question of a strike on account of the reduction, and this agitation resulted in the formation of the "Trainmen's Union," the leading spirit of which seems to have been "Boss" Ammon, then a brakeman on the Pittsburg, Fort Wayne & Chicago Railroad. Through the agency of this organization a general strike was arranged to take place at noon on June 27, 1877, on the Pennsylvania Railroad, the Pittsburg, Fort Wayne & Chicago Railroad, the Alleghany Valley Railroad, Panhandle Railroad, and the branches of the roads named, the movements to be directed from Allegheny City.

On Sunday, June 24, some forty members of the union were sent out to notify the members on the different roads of the time for the strike to take place, etc. On Monday night, June 25, at a meeting of the members of the union of the Panhandle Division, it was developed that a portion of them were dissatisfied with the proposed strike, and also that some member or members had divulged the plans of the union to the railroad authorities. In view of these facts, measures were at once taken to prevent the strike from taking place, word being sent to all points possible to be reached in the short time left. The members of the union felt as though they had met with a defeat, however, and it left them dissatisfied. The strike of July 19 at Pittsburg was not, however, a strike of the Trainmen's Union, nor did the union as an organization have anything to do with either that strike or the one of July 16th, on the Baltimore & Ohio Railroad, at Martinsburg, W. Va.

Some time in July, 1877, the Pennsylvania Railroad Company issued an order that all freight trains from Pittsburg east to Derry should be run as "double-headers," the order to take effect July 19th. A "double-header" consists of thirty-four cars, and is hauled by two engines, and this plan had the effect of enabling the company to dispense with the services of one-half of their freight conductors, brakemen and flagmen on the Pittsburg Division

of the road, between that place and Derry, as only one set of men, aside from engineers and firemen, were used on a "double-header." One engine could haul the same train from Derry to Philadelphia that it took two engines to haul from Pittsburg to Derry. On the morning of July 19th several early trains left Pittsburg as "double-headers," but when the time arrived for the 8:40 A. M. train to leave, the men (two brakemen and one flagman) refused to go out on a "double-header," and the train did not go. The dispatcher made up two crews from the yard men (as none of the regular trainmen would go), but the strikers threw coupling-pins, etc., at these men as they were endeavoring to make up the train, and they were forced to desist. The strikers, numbering twenty or twenty-five men, took possession of the switches over which the trains would have to move, and refused to let any train pass out, and their numbers were gradually increased by men who came in on the freight trains, and who were induced to join the strikers. By midnight of the 19th the crowd of strikers and sympathizers had increased to several hundred.

The sheriff of Allegheny County, who had vainly tried to persuade the crowd to go home peaceably, became satisfied that he could not raise a force sufficient to control the growing mob, and made a call upon the Governor by telegraph for military to suppress the riot. In the absence of the Governor, who was in the far West, the Adjutant General of the State, Gen. James W. Latta, telegraphed Gen. Pearson, commanding the Sixth Division, National Guard of Pennsylvania, with headquarters at Pittsburg, to assume charge of the military situation, etc. Gen. Pearson, in pursuance of this authority, ordered out the Fourteenth, Eighteenth, and Nineteenth Regiments and Hutchinson's Battery of Artillery. The Eighteenth Regiment (Col. P. N. Guthrie) reported at the Union Depot Hotel about noon on the 20th, 250 strong, and was ordered to Torrens Station to protect property and clear the tracks at the stock yards. The Fourteenth and Nineteenth Regiments assembled very slowly, and it was not until about 5 P. M. that General Brown, commanding the brigade,

was able to get together three or four companies, and these were not half full. Gen. Pearson, fearing that a majority of the men in these regiments sympathized with the strikers, telegraphed Adjutant General Latta to that effect, and suggested that troops from Philadelphia be sent on, advancing the opinion that 2,000 troops would be necessary to disperse the mob, as it was now (6:35 P. M.) very large, numbering from 4,000 to 5,000 men, and increasing hourly. Gen. Latta at once telegraphed Maj.-Gen. Brinton, commanding the First Division, National Guard, to get his command ready to move to Pittsburg. Gen. Brinton received this order in the evening, and at 2 o'clock on the morning of the 21st he had 600 men at the railroad depot ready to start. At Harrisburg he received some ammunition and two Gatling guns, and reached Pittsburg at 1 P. M., reporting to Gen. Latta at the Union Depot Hotel, where he distributed twenty rounds of ammunition to his men.

About 2 o'clock A. M. of the 21st (before the arrival of the Philadelphia troops) the Nineteenth Regiment and Breck's Battery were sent out to Twenty-eighth street, the great gathering point of the mob. These troops had been ordered by Gen. Pearson to hold this position, and to keep the tracks clear at the Twenty-eighth street crossing. About 4 A. M. of the same day the Fourteenth Regiment was sent to assist in the same duty. Very little effort seems to have been made during the day to carry out Gen. Pearson's orders, and the soldiers fraternized with the mob, with arms stacked. About 4 P. M. the Philadelphia troops were marched out the railroad tracks, a portion of the troops being left on Twenty-fifth and Twenty-sixth streets, where the trains that had been prepared to send out stood, and the remainder, under command of Gen. Brinton, proceeding to the Twenty-eighth street crossing to co-operate with the Pittsburg troops in clearing the tracks at that point, and when this should be accomplished the trains were to be started. The mob at Twenty-eighth street being very large and determined, it was deemed necessary to order two companies, which were engaged in an attempt to clear the tracks, to charge bayonets.

They did so, but made no impression upon the crowd. Many of the guns of the militia were seized and the bayonets nearly twisted off. While these movements were being made the mob was growing more noisy, defiant and boisterous, and stones and other missiles were thrown at the troops, several of whom were struck, and one or two seriously injured. Several pistol shots were also fired by the crowd, and then the troops began firing on the mob. The firing was scattering, commencing at a point where the pistol firing took place and running along the line until it became almost a volley for a moment. It was very quickly stopped by the officers. Several persons were killed and wounded. The Coroner held inquests on the bodies of twenty-two persons in all, most of whom were killed by the soldiers at this time at Twenty-eighth street, but a few were killed the following night and Sunday morning at or near Twenty-sixth street. The firing at once dispersed the crowd, which fled in all directions, and left the troops in full possession of the Twenty-eighth street crossing and the tracks in the vicinity; but no attempt seems to have been made to move the trains supposed to be ready at Twenty-sixth street, and the cars remained there until they and their contents were burned. About 5 P. M., Gen. Brinton's command was ordered by Gen. Pearson to move into the lower round-house and machine shop, near Twenty-sixth street, and remain for the night, as all attempts to move trains had been abandoned, and the troops needed rest and food, having had no regular meal since leaving Philadelphia. The mob, meantime, came together again gradually, and, having broken into two or three gun stores, began, soon after dark, to fire upon the round-house and machine shops, firing in at the windows at any soldiers they could get sight of. Two of the soldiers were wounded during the night. About 10 P. M. the mob began setting fire to the cars on the adjoining tracks, and running them down the track nearest the round-house, in order, if possible, to set it on fire, and thus drive out the troops. The round-house, however, was well supplied with water, and the troops were enabled to keep the fire

from communicating with the buildings during the night.

About 1 o'clock on the morning of the 22d (Sunday), it was discovered that the crowd had a field piece on Liberty street, ready to fire on the round-house. By Gen. Brinton's orders his men were stationed at the windows ready to fire, and the strikers were notified that if they attempted to discharge the gun they would be fired upon. They paid no attention to the warning, and, when one of them was seen with the lanyard in his hand ready to discharge the piece, they were fired upon by the troops, and several of the mob fell, the rest running away. During all this night efforts to send provisions to the soldiers were without avail, as the mob captured and destroyed, or used the food sent out for the purpose. About 7:30 A. M. on Sunday, 22d, the machine shops caught fire in many places, the roof of the round-house was also on fire, and it was found necessary to evacuate the buildings. The troops, accordingly, marched out about 8 A. M., taking their Gatling guns with them. The mob scattering in every direction at sight of them, and no attempt being made to molest them until after marching eastward two or three squares along Penn avenue, towards Torrens Station, to which point they had been ordered by Adj.-Gen. Latta in case of impossibility to retain their position in the round-house. After marching a couple of squares the troops were harassed by a fire in the rear from second-story windows, from street corners, and from every place of shelter from a return fire; even from a police station, where eight or ten policemen stood in uniforms as they passed.

At one point, just before reaching the United States Arsenal, an attack by the mob caused some confusion in the rear of the column, and a halt was made, and the Gatling guns used on the attacking party, which was dispersed; and no more attacks were made upon the troops. In this march three of the soldiers were killed and several wounded, one of whom (Lieut. Ashe) died a few days afterward at the United States Arsenal.

Gen. Brinton left his wounded at the arsenal, and continued his march, finally

encamping on the grounds near the work-house, where he was furnished with rations for his men, etc. Meantime the destruction and pillage of the railroad property continued unabated, and was participated in by men, women and children. The police on Sunday arrested about seventy-five persons who were carrying off goods, the arrests being made some distance from the place whence the articles were taken. Those arrested were taken before the Deputy Mayor, and most of them were by him discharged. This seems to be all that the police did to restrain the rioting on Sunday. Soon after the first car was set on fire Saturday night (21st) the alarm of fire was given, and the firemen responded, but were not allowed to attempt the suppression of the fire, the mob cutting the hose and threatening the firemen with death if they persisted. After some talk with the mob, however, they were allowed to save private property, and to this fact may be ascribed the safety of a good portion of the city; for the fire had communicated to the property of individuals adjoining the railroad property, and but for the efforts of the firemen a large conflagration must have ensued. "The destruction of property did not cease until about 5 o'clock P. M. on Sunday, the 22d, and then only when the limit of the corporation property had been reached at Seventh street by the destruction of the Union Depot, Union Depot Hotel, and the grain elevator."

The Eighteenth Regiment, after assembling on the 21st, had proceeded to Torrens Station, under orders to remain there and keep the tracks clear at that point. The commander, Col. Guthrie, experienced little difficulty in doing so, as his regiment was not allowed to fraternize with the mob, but was kept entirely aloof, and hence did not become demoralized, as the Fourteenth and Nineteenth Regiments did.

Late on Sunday afternoon he was ordered to march to Pittsburg, where he arrived about dark, and too late to stop the destruction of property, which had all taken place before his arrival. On Monday forenoon, together with the Fourteenth and Nineteenth Regiments (which, having been disbanded, owing to their demoralization, were now ordered to reassemble), his com-

mand marched through the principal streets of the city for the purpose of overawing any disposition toward riotous conduct that might still exist. A citizens committee was also organized on Sunday, and exerted considerable influence in quelling disturbances, especially at the Duquesne Depot (the property of the Pennsylvania Railroad Company), where, between 5 and 6 o'clock P. M., a few of the rioters had gathered with the intention of burning the structure and the cars in the vicinity. One car was set on fire and an attempt made to fire the depot, but six or eight of the Citizens' Safety Committee arrived and interfered to put a stop to the destruction, which they did, the rioters desisting so soon as they saw any authority exerted in opposition to their schemes.

This was about the last attempt at violence at Pittsburg, although, it was several days before order was fully restored. From the very beginning of the strike the strikers had the active sympathy of a large portion of the people of Pittsburg.

The citizens had a bitter feeling against the Pennsylvania Railroad Company on account of, as they believed, an unjust discrimination by the railroad company against them in freight rates, which made it very difficult for their manufacturers to compete successfully with manufacturers further west, and this feeling had existed and been intensified for years, and pervaded all classes. A large portion of the people also believed that the railroad company was not dealing fairly by its men in making the last reduction in wages, and the tradesmen, with whom the trainmen dealt, also had a direct sympathy with the men in this reduction, for its results would affect their pockets. The large class of laborers in the different mills, manufactories, mines and other industries in Pittsburg and vicinity were also strongly in sympathy with the railroad strikers, considering the cause of the railroad men their cause, as their wages had also been reduced for the same causes as were those of the railroad men, and they were not only willing but anxious to make a common fight against the corporations. This feeling of aversion to the railroad company and sympathy with the strikers was indulged in by the Pittsburg troops to

the same extent that it was by the other classes, and, as many of them had friends and relatives in the mob, it is not much to be wondered at that they did not show much anxiety to assist in dispersing the crowd and enforcing the law.

About 1,000 cars (mostly freight), including passenger and baggage cars, with such of their contents as were not carried away by thieves; 120 locomotives, and all the shops' materials and buildings, except one or two small ones, of the railroad company, from above Twenty-eighth street to the Union Depot, were burned on Saturday night and Sunday.

It has been estimated by a competent person that the damage, including loss of property and loss of business, consequent upon the interruption of business, which was inflicted by the mob at Pittsburg alone, was \$5,000,000. This may be a large estimate, but if the consequential damages could be correctly arrived at, the total damage would fall but little short of the figures given. The actual loss by the railroad company alone, not including the freight they were transporting, is estimated at \$2,000,000 by the officers of the company from actual figures made.

The tracks from Union Depot, out to and beyond Twenty-eighth street, were nearly all ruined by the fire, the rails being warped and twisted and the ties burned; they were also covered with the debris of the burned cars, and it was about a week after the destruction, or until July 30, before the railroad company were enabled to get their trains all running regularly again over this portion of the track.

Although Pittsburg was the principal scene of difficulty, more or less rioting and destruction of property also occurred at Reading, Scranton, Allegheny City, Altoona, Harrisburg, and Philadelphia.

At Reading, on the evening of July 23, as the Fourth Regiment, National Guard, under command of Gen. Reeder, was marching into the city to take charge of the military situation, Gen. Reeder was requested by the railroad officials to release a train which was in the hands of the mob (composed of roughs and ex-employees of the Philadelphia and Reading Railroad), and was standing in a cut between the Philadel-

phia and Reading Depot and the Penn street crossing. As the regiment marched into the cut, the mob, which lined both sides of it, began throwing brick-bats and paving stones down upon the heads of the soldiers, and finally several pistol-shots were fired at them, and one soldier fired his piece in the air. This was followed by scattering shots and finally by a regular volley, which was continued until the troops arrived at the Penn street crossing.

Of the 253 soldiers only about fifty escaped being hurt, but none were seriously injured. Of the crowd, eleven were killed and over fifty wounded, two of the killed and some of the wounded being mere lookers-on and not engaged in the riots.

At Scranton the trainmen struck on July 25, and were re-enforced a little later by the miners and laborers of the Lackawanna Iron and Coal Company. On July 31 the trainmen resolved to resume work.

August 1, during a riotous demonstration by the miners and laborers, during which the mob almost killed the mayor of Scranton, they were fired upon by the posse of special police, and three of the ringleaders were killed. On August 2, the troops arrived and took charge of affairs at that place, and remained until quiet was fully restored.

As to the cause of the riot, the committee speaks as follows:

The riots grew out of the strike of the railroad men, and the strikes themselves were the protest of the laborer against the system by which his wages were arbitrarily fixed and lowered by his employer without consultation with him and without his consent. There are many other causes that combined to bring about the strikes, but the cause mentioned underlines the whole question, and it is the foundation of all the trouble.

* * * * *

The immediate cause of the first strike which took place in Pennsylvania, in July, 1877, to-wit, that at Pittsburg, July 19, was the order by the Pennsylvania Railroad Company to run "double-headers" from that place to Derry. This order of itself, had there been no previous reductions of wages or dismissals of men on account of the depression in business, would probably

have caused no strike, but following so soon after the second reduction, while the ill-feeling engendered thereby was still having its effect on the men, together with the spirit of independence and probably recklessness which was brought about by the organization of the Trainmen's Union, with its general plan for a strike on the 27th of June, and the feeling of uneasiness and dissatisfaction existing among the laboring men of the company generally, caused by the want of labor and the low price thereof as compared with a few years previous, altogether combined to set in motion this strike, which was followed by results so disastrous as to be forever memorable in the history of the State, results unforeseen and unanticipated at the commencement by the actors therein.

There are no figures obtainable as to the number of men thrown out of employment in the aggregate by these strikes, nor of the total value of property destroyed, etc., during the resulting riots, but the chief of the Bureau of Industrial Statistics of Pennsylvania, in his report of 1880-'81 (p. 365), makes the following statement concerning the cost of the Pittsburg riot:

The courts having decreed that Allegheny County was liable for all losses sustained during the Pittsburg riots, the county officials at once proceeded to adjust all claims and settle them upon the most advantageous terms. From a statement obtained from the county controller's office, the following shows the amount of liabilities, their adjustment and payment up to date:

Total amount of claims as presented, to date.....	\$3,592,789 33
Total amount paid by compromise and judgments.....	\$2,765,891 89
Expenses of riot department, to date	11,142 96
Estimated claims outstanding and unpaid	10,000 00
	<hr/>
	\$2,787,034 85

In conclusion it may be said that employers who deny the right of their men to enter into contractual relations with them in regard to conditions of employment and rates of pay, and the citizens who have a

grievance against corporations and are ready to make reprisals when the occasion offers, are both still in evidence. If employers do not recede from the position they have wrongfully assumed, viz., that they have a right to name the price on what they have to buy, or in other words, dictate the rates of pay and refuse the men the right to make a bargain for the only thing they have to sell—their labor—the reign of terror in 1877 will be referred to by the historian of the future as only one of the minor skirmishes between the two opposing forces.

A STATE RAILWAY UNDER CONTEMPLATION.

THE good people of New York State are studying a problem in regard to the advisability of the people owning and operating a railroad for public convenience instead of private profit. The *Railway Age*, in explaining the proposition, says:

"Advocates of the proposition that the State of New York spend from sixty to a hundred millions to enlarge the antiquated Erie Canal are alarmed over the suggestion that instead of this the State should build a freight railway on the canal banks, from Buffalo to Albany. As the State owns the land and the line is already graded, two great items of cost would be eliminated, and it is argued that \$9,000,000 would build the 300 miles of four-track road and that a few millions more would provide stations, rolling stock and every other requirement for freight traffic. At first freight would be transferred at Albany to barges on the Hudson, but later, it is argued, the State would acquire the West Shore or some other railway, thus completing an all-rail line to New York. It is declared that this scheme would provide lower rates to shippers than the enlarged canal would offer, that the receipts would pay for maintenance and the interest on the investment and that less money would have to be expended than on the enlarged canal project. The canal boat champions, however, pronounce the scheme ridiculous and recall the happy days before the canal boats

were driven out of business by a half dozen of competing railways. It would probably be cheaper for the State to build and operate a freight road than to enlarge and maintain the free canal, and the vast superiority of rail to towboat service is indisputable. But the legal and moral right of the State to own and operate a railway in competition with the existing lines, which it has chartered, would be a question of importance should the canal railway scheme receive any serious consideration."

It is a novel idea to challenge the right of the people to do as they please in such a matter. Charters granted railroad companies by the State are in nowise exclusive privileges and there is nothing to prevent the State from granting any number of charters to railroad companies or private individuals and then going into the railroad business on its own behalf and competing with them all.

A charter is a privilege, but not a monopoly, much as its owners might like to have it appear in that light; if it was a monopoly it would be in conflict with other laws of the State and therefore illegal. The sovereignty of the people of the State of New York is still intact, and sooner or later they will give this matter serious consideration.

THE SANTA FE SCAB LIST GROWS.

FOLLOWING is an additional list of names of those who worked at the key during the telegraphers' strike in December last. The entire list will be printed in pamphlet form and every member of the Order will be supplied with a copy:

Adams, Frank.	Bush, G. P.
Aspey, Elmer C.	Carnihan, J. W.
Bastible, J. E.	Carmean, C. L.
Barry, Robt.	Casey, Bud.
Barker, S. G.	Comstock, Dick.
Becker, Fred.	Connors, J. W.
Bechtell, C. E.	Crookston, H. E.
Bigalow, R. L.	Cummings, C. C.
Bigelow, J.	Davis, T. R.
Brown, B. G.	Demier, J. R.
Brown, W. A.	Dickerson, S. C.
Brown, E. L.	Dixon, Harry.

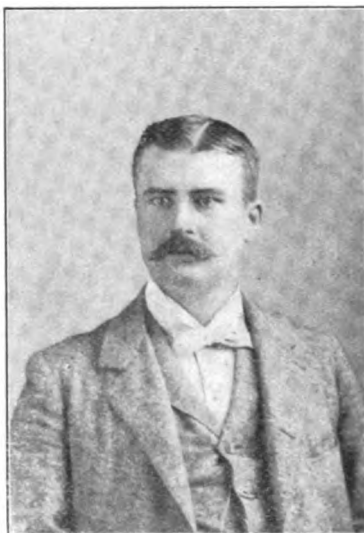
Doty, W. F.	Mayes, J. A.
Dowling, E.	Moore, Fred.
Dunham, A. W.	McElree, R. C.
Dupes, W. M.	McInery, J.
Duval, Claude.	Nichols, F. J.
Emerson, F. B.	Page, A. L.
Evans, J. J.	Parrish, G. D.
Ferris, T. A.	Prescott, J. C.
Fredrick, G. A.	Princehouse, M. A.
Frye, S. P.	Putnam, J. T.
Francis, J. C.	Robinson, Geo.
Freed, O. G.	Ryan, J. T.
Gates, F. J.	Rourke, G. W.
Gorman, J. W.	Schrum, C. A.
Griswold, J. N.	Shine, J. B.
Griffith, E. D.	Shirley, H. T.
Hart, S. L.	Shuckhart, F. W.
Harney, C. E.	Slack, W. B.
Harlan, S. B.	Smith, G. W.
Hammart, F. R.	Smith, Wheely.
Herman, E. E.	Smith, J. W.
Hensley, H. H.	Smith, F. A.
Hodge, J. A.	Spaulding, B. F.
Hoover, J. M.	Stayton, Adgar.
House, T. W.	Stafford, A. F.
Johns, O. M.	Straussen, C. M.
Jones, C. F.	Street, J. C.
Johnson, W. C.	Strong, F. B.
Kennedy, G. C.	Tolbert, E. O.
Keys, F. L.	Tyler, A. E.
Kile, G. L.	Warner, W. K.
Kimball, G. R.	Waddle, Clough R.
Kibby, A. J.	Warren, A. J.
Kirch, N. H.	Ware, S.
Lauder, E. J.	Watson, F.
Levy, S. F.	Wilcoxon, J. F.
Lietell, Joe.	Wilkins, W. H.
Llivelyn, E. E.	Woomer, J. B.
Low, L. M.	Woodward, R. J.
Lucero, Ben.	Wray, J. F.
Lutz, H. S.	Wright, J. P.
Mason, J.	Youse, O. H.
Mason, T. S.	Young, D. M.
Matthews, J.	Zigler, O. M.

DENVER P. DAYTON ACQUITTED.

DHOSE who attended the Special Session of the Grand Division last year will recall Denver P. Dayton as one of the representatives of Santa Fe System, Division No. 23. During the Santa Fe strike he got into collision with a couple of

scab telegraphers, and since that time he has been a subject of much persecution. Not content with a trial before a police judge on a charge of "assault with a deadly weapon, with intent to commit murder," which resulted in acquittal, he was indicted by the Grand Jury, but on trial by a jury of his peers was acquitted in short order. The *San Francisco Sun* of February 3d, in reporting the case, says:

"The case has been on trial for four days in Judge Campbell's court, and was finally given to the jury a little while before 5 o'clock yesterday evening. The jury



DENVER P. DAYTON.

took one ballot, eleven voting for acquittal and one blank ballot, and then they went to supper.

"Returning, a second ballot was taken and twelve jurors voted for acquittal. They were brought into court, the verdict announced, and the defendant discharged. Dayton, along with his wife and children, left for their home at Danby by the overland last night.

"The case was called yesterday morning, after the calendars were out of the way, and it was found that Juror Beggs who had been ill, was able to attend, and the last of the testimony was introduced, and the argument followed. District Attorney

for the prosecution and H. W. Nisbet for the defense.

"The result is only what was generally expected by those who followed the case through the trial. The surprising feature of it is that the Grand Jury should ever have indicted Dayton. Regardless of individual opinion of the merits of the testimony, it was a certainty from the first that no jury would convict, while the chances were very much in favor of an acquittal."

NOTICE.

Organizers' commission No. 6, issued to F. J. Wilson, is hereby revoked. If presented please take up and return to this office.

Anyone knowing of the whereabouts of Frank J. Wilson will confer a favor on the undersigned by wiring me.

M. M. DOLPHIN,
President.

St. Louis, Mo., February 28, 1901.

Editorial Notes

Copy should reach the Editor's desk by the first day of the month to ensure publication.

THE RAILROAD TELEGRAPHER does not hold itself responsible for the views expressed by its contributors and correspondents.

Monopolists look upon the amalgamation of the large railroad systems with perfect equanimity. So do those who regard socialism favorably.

The railroad octopus has now got its eye transfixed upon the Canadian railroads, and Canadians have good cause for feelings akin to apprehension.

THE RAILROAD TELEGRAPHER has a field all to itself, its reading matter is generally fresh from the telegraph table and reflects the sentiments of working telegraphers, for most of the matter is written by them.

No wage earner ever made as good an investment in any enterprise as when he paid application fee, dues and assessments in the union of his craft. It is about the only sure thing that he is ever asked to participate in.

It is reported that the Santa Fe telegraphers employed on the Gulf lines have been instructed to get at least one telegraph student at each station. To turn railway stations into telegraph kindergartens is a very risky experiment to say the least.

There are three railroads now on the telegraphers' unfair list. They are the A. T. & S. F., extensively advertised as the Santa Fe Route, the Southern, whose familiar sign is S. R., and the Colorado and Southern, which poses as the Colorado Road.

We are officially notified that the long-standing contention between Typographical Union No. 6 and the New York *Sun* opposition is withdrawn by the union. The union desires the same publicity given to its peace proclamation that was given to its aggressive declarations.

If reports are true our distinguished fellow craftsman, Edison, is about to bring forth another world wonder—a practical storage battery. If he really has worked that problem out it means a revolution in many things. Machinery now considered indispensable will be relegated to limbo in a short time. Even the familiar locomotive will see its finish.

A check for \$28 has been received from Mr J. C. Watts, of New York, at the hands of Mr. J. B. Taltavall, for the Mortimer D. Shaw Monument Fund.

Amount previously reported.....	\$123 40
J. C. Watts.....	28 00
<hr/>	
Total	\$151 40

Mrs. Annie Freeman, a young woman, claiming to be the niece of Chauncey M. Depew, of New York, was arrested at El Paso, Tex., February 23, by Santa Fe railway detectives for the alleged theft of

jewels, to the value of \$300, from a trunk. Soon after she had been locked up the woman sent a dispatch to Hon. Chauncey Depew, saying:

"I am in trouble and must have \$600," signing herself as "Your Niece."

Mrs. Freeman was stationed at La Luna, N. M., during the recent Santa Fe telegraphers strike, to take the place of a striker. The depot burned and she filed suit against the company for \$15,000 damages to her person and property. Detectives who arrested her allege that they discovered that she robbed a passenger's trunk of jewels valued at \$300.



PERSONAL MENTION

BORN.—To Bro. and Mrs. J. W. Kiser, of Ona, W. Va., February 20, 1901, a ten-pound O. R. T. boy.

BORN.—To Bro. L. E. Minton and wife, of N. & W. Division, No. 14, on January 21st, a fine ten-pound O. R. T. girl.

Bro. and Mrs. D. H. Powers, of Jamaica, N. Y., are happy, all on account of a girl arriving at their house on January 7, 1901.

BORN.—To Bro. and Mrs. Gilmore Miller, of Marysville, Kan., on February 14, 1901, a fine O. R. T. boy. Bro. Miller is a member of Harrisburg, Pa., Division No. 3, and the telegraphers of that "burg" hasten to send congratulations.

BORN.—January 10th, to Bro. and Mrs. S. A. Kuhn, of Westover, Pa., a fine O. R. T. boy.

BORN.—February 25, 1901, to Bro. J. W. Barber and wife, of Pittsburg Division No. 52, a nine-pound boy. Mother and boy doing nicely.

BORN.—To Bro. and Mrs. R. E. Bruner, of Scotia, Neb., February 22, 1901, an eight-pound O. R. T. girl.

MARRIED.—Bro. J. M. Askew and Miss Sadie Brasington were united in marriage at Camden, S. C., on December 19, 1900. Congratulations.

MARRIED.—February 28, 1901, Bro. V. C. Standard and Miss Mabel Walker, at the home of the bride in Denver, Colo. They will reside at Archer, Wyo., where Bro. Standard is agent for the Union Pacific Railroad. The fraternity wish to extend their hearty congratulations to the happy couple.

DIED.—On February 7th, at 12:30 a. m., at Marshalltown, Iowa, the beloved wife of

Bro. A. F. Becker. The condolences of the telegraph fraternity are extended.

DIED.—After a lingering illness at Kansas City, Mo., on February 11, 1901, Mrs. W. W. Ayers, wife of Bro. W. W. Ayers, formerly of Latour, Mo. The tenderest sympathies of the membership of Division 32, of which Bro. Ayers is a member, goes out to him.

WANTED.—Present address of O. S. Bresler, train dispatcher, by G. M. Sanderson, Newark, Ohio. Important.

WANTED.—Present address of C. N. English, formerly of the Southern Railway. "CN," if you see this write me care of T. J. Brown, C. D., Mo. Pac. Ry., Sedalia, Mo. "FA."

WANTED.—Present address of W. H. Moran, formerly night telegrapher for the Florida East Coast Railway, at Miami, Fla.

F. B. WRIGHT,
Telegrapher, Miami, Fla.

WANTED.—Present address of D. W. McTigue, last heard from was working at Mountain Home, on the Oregon Short Line. Denny, if you see this write quick. Important news. NELLIE.

WANTED.—Present address of W. C., or R. E., Jenkins. Last heard from was at Springer, N. M., with the A., T. & S. F. Ry. Rubie, if you see this write

PAUL E. JENKINS,
Oak Harbor, Ohio.

WANTED.—Present address of Frank W. Prentice, lately employed on the Grand Trunk Railway at Merriton, Ontario. "Rosy," if you see this please write. Boys anxious to hear from you.

W. H. ALLISON,
70 Melbourne Av., Toronto, Ont.

WANTED.—Anyone knowing the present whereabouts of Alexander Adams, a machinist, last heard from working in the Southern Pacific machine shops at Ogden, Utah, will confer a favor by advising the Grand Secretary and Treasurer of the O. R. T., at St. Louis, Mo.

Bro. J. W. Crawford, Certificate 432, in Union Pacific Division No. 6, desires to have it stated that he is not the C. S. Crawford mentioned in the Santa Fe Scab List in the February RAILROAD TELEGRAPHER.

Bro. C. A. Sherr, manager Dominion Government and Canadian Pacific Railway Telegraph Companies, left March 1st on a vacation, visiting New York City, Chicago and Kansas City. "CS" expects to be away about three months.

Anyone sending a couple of two-cent stamps to Senator James W. Bucklin,

Grand Junction, Colo., can get a very instructive pamphlet, "The Report of the Revenue Commission of Colorado," which contains valuable information regarding New Zealand and Australia.

Every member in the vicinity of New York is invited to attend the First Annual Ball of New York Division No. 44, to be held Tuesday evening, April 16th, at New Eckford Hall, corner Eckford and Calyer Sts., Greenpoint, Brooklyn, N. Y. Tickets are 25 cents each, admitting gentleman and ladies.

Bro. J. C. Wilson, Certificate 90, in K. C., P. & G. Division No. 5, now at Brinkley, Ark., and formerly of Beaumont, Tex., desires that all should understand that he is not the J. C. Wilson mentioned in the Santa Fe Scab List. The latter was Certificate No. 595, in A., T. & S. F. Railroad System, Division No. 23, located at Emporia, Kan.



Cleanings

Chicago has an automobile drivers' union.

* * *

Uncalled-for excuses are practical confessions.—*Simmons.*

* * *

The new tin can trust will have a capital stock of \$50,000,000.

* * *

People seldom improve when they have no model but themselves to copy after.—*Goldsmith.*

* * *

A number of Atlantic Ocean steamship lines have combined with a capital of \$25,000,000.

* * *

A strike of the railroad employes on the Portuguese frontier has caused a suspension of traffic.

* * *

The next national convention of the Switchmen's Union of North America will be held in Milwaukee, Wis., May 20, 1901.

* * *

No more dangerous snare is set by the fiends for human frailty than the belief that our enemies are also the enemies of God.

* * *

Chicago stationary firemen have inaugurated a campaign for eight hours. It has been endorsed by the Chicago Federation of Labor.

* * *

Besides the two Socialists, Hardie and Bell, there are nine trade unionists in the British Parliament, and they will likely stand together on all important questions.

Chicago now contains a larger population than all the cities of the United States contained in 1840, and New York now has a greater population than all the cities together had in 1850.

* * *

A list of twenty-three persons who "earned" nearly \$300,000,000 last year is going the rounds in the daily press. Strange, very strange, that no working-men's names can be found in the list.

* * *

The telegraph brings the news that eight-hour laws are being passed in Idaho and Montana, and though there will be severe opposition, Colorado will surely set herself right on this subject at the present session.

* * *

I am not concerned to prove that there is enough and too much for all, although both facts could be easily demonstrated, but to demand that those who do the world's work shall have the pay.—*Horace L. Traubel.*

* * *

The employes of the underground railway in Paris went on a general strike this week for an increase in wages. Troops have taken charge of the stations, but the shut-down of the lines has caused great congestion of traffic.

* * *

The law of nature is that a certain quantity of work is necessary to produce a certain quality of good of any kind whatever. If you want knowledge, you must toil for it; if food, you must toil for it, and if pleasure, you must toil for it.—*John Ruskin.*

A New Jersey judge has decided that a person or a corporation seeking an injunction against picketing must prove coercion before a writ is issued. This is as it should be. The New York Supreme Court has recently held likewise. Labor unions should raise money and contest every decision to the end.

* * *

At Gigon, a fortified seaport near Ovideo, on the Bay of Biscay, 15,000 workmen of all trades are involved in a strike over the eight-hour question. Martial law has been declared throughout the province. The minister of the interior is endeavoring to secure an increase of wages for the workers and thus adjust the dispute.

* * *

In a suit against the St. Louis & San Francisco road, in which a locomotive engineer claimed damages for injuries suffered in a wreck resulting from a telegraph operator's carelessness, Judge Rogers, in the Federal Court, last week, held that the fellow servant law was not applicable and that plaintiff was entitled to recover.

* * *

New York's great sub-way rapid transit railway will be owned by the city, and operated by a company which pays the municipality a stated stipulated price as rental. The road when completed will be the greatest of the kind in the world. Boston owns and operates a sub-way road, which annually transports over 60,000,000 of people.

* * *

An old proverb says: "Do not send a boy to do a man's work." Some one has appropriately added: "Do not expect a man to work for a boy's pay." Yet many employers who endorse the first saying are far from being in accord with the second. If men were not too often expected and asked to work for the pay of boys, there would be more comfortable homes among the workers.

* * *

The features of the new Army Bill which will soon become a law, are as follows: The permanent standing army is increased

from its present strength, 30,000 men, to 58,000, and in the discretion of the President, under existing emergencies, to 100,000. The President is authorized to organize provisional regiments of natives on the Philippines and Porto Rico. The sale of beer as well as spirituous liquors, at all army posts, is hereafter prohibited.

* * *

A landslide occurred on the coast branch of the Great Northern Ry., near Edmonds, Wash., on January 23, derailing the tender and several cars of a freight train. Before the wreck could be cleared a second slide took place, burying nearly the whole train. The slide was 400 feet long and 25 feet deep at some places, and the track was blocked for several days. The traffic meantime was sent by a detour over the Seattle & International Ry., via Snohomish.

* * *

In Boston the union printers have had trouble for years in trying to secure the same wages for female compositors as are paid male help. The contention of the union on this question has stood between it and the unionizing of some of the large book and job offices and weekly and monthly publications. It is understood that President Lynch has finally succeeded in settling this vexed question and that hereafter the female compositors in that city will receive the same as the male.

* * *

A judgment for \$1,226 against the Western Union Telegraph Company for failure to deliver a telegram promptly has been confirmed by the Illinois Supreme Court. A Boston packing firm sent a telegram to its agent at Chicago instructing him to buy no more hogs or cattle on the following day. The message was received at the Chicago office at 4:30 p. m., Monday, but was not delivered until 8:30 a. m., Tuesday, and meantime the agent had purchased several carloads of hogs, from which loss resulted.

* * *

It is thirty years since the British telegraph service was nationalized by expropriation, and though there have been

abuses, experience has vindicated the proceedings not only for Great Britain, but also for Canada, should she copy her in this. It is full time that steps should be taken to nationalize our telegraph system, both by land and sea, and it should be done before an inevitable combination between the telegraph and telephone companies strengthens the opposition.—*Montana Witness.*

* * *

The annual statistics compiled by the Chicago *Tribune* show the following totals for the United States: Disasters, 15,265, increase over 1899, 8,490; killed by railroad accidents, 4,109, increase, 557; general marine disasters, 2,719, increase, 499; lynchings, 115, increase, 8; hangings, 119, decrease, 12; murders, 8,275, increase, 2,050; suicides, 6,755, increase, 1,406; fire losses, \$159,250,223, increase, \$8,712,858; embezzlements, \$4,660,134, increase, \$2,441,761; donations and bequests to institutions of all kinds, \$62,461,304, decrease, \$17,288,652.

* * *

Lest you forget about union-made textbooks for the schools, the following list of publishing houses, whose publications are produced in offices that are union in all departments, is given:

Crane & Co., Topeka, Kan.
Eaton & Co., Chicago, Ill.
Eldredge & Co., Philadelphia, Pa.
Johnson & Co., Richmond, Va.
Rand-McNally & Co., Chicago, Ill.
Scott, Foresman & Co., Chicago, Ill.
Western Publishing House, Chicago, Ill.
Woodward & Tiernan, St. Louis, Mo.

The above-named firms will place the union label on school books when requested to do so.

* * *

Low wages and want are two potent causes of vice and degradation. The force of this appeals to the most superficial thinker or student of economic conditions, yet it is disputed by some men of wealth and professed religion and disregarded by many who should recognize that the salvation of the working classes lies in better wages and conditions. A man who is con-

tinually struggling to hold body and soul together is likely to fall an easy victim to the temptations that cross his path. Given a fair wage, sanitary surroundings and reasonable working hours, he is not much of a man who fails to lead a respectable life and lift himself up to better things.

* * *

The first line of electric telegraph established in this country was built and supported by the United States government. It was a single wire from Washington to Baltimore. The appropriation was \$30,000 and \$8,000 was afterwards voted to keep it in repair and pay expenses. Alexander D. Barrow, Congressman from Louisiana, wished to make this the beginning of a great national telegraph system, but cold water was thrown on the proposition on the ground that it was not called for by petition, or otherwise, by the business public. Had Barrow had his way there would never have been private ownership of telegraph lines in this country, and telegraph messages would now be transmitted over government wires for a few cents per message.

* * *

The men belonging to the masses are so thoroughly hypnotized that they see what goes on before them without understanding its meaning. They see the pains that kings, emperors and presidents take to maintain military discipline; they watch the reviews, maneuvers and parades which these rulers organize and of which they boast in presence of each other; they run eagerly to see their brothers, dressed in lace and motley costumes, clownish costumes, transform themselves, to sound of drum and trumpet, into machines that execute, at the word of a single man, the same movement at the same moment, and they do not understand what it means. And yet the meaning of these exercises is very simple and very clear; they are simply preparations for murder.

It is putting men to sleep in order to make them instruments of murder. And those who do it, who direct these preparations, and who are proud of it, are the kings, the emperors, the presidents. And

it is they who, though making a specialty of murder and always wearing military uniforms and instruments of murder, sabres and swords, at their sides, revolt and become indignant when one of their own number is killed.—*Count Tolstoi.*

* * *

The British Board of Trade has issued a report on the trades unions of the United Kingdom, of which an abstract has reached the State Department, says a Washington correspondent. The number of unions for which comparative statistics of membership are given, for the period 1892 to 1899, is 1,685. Some of these unions were not in existence the whole of this period, and the number on the list at the end of 1899 was 1,292, compared with 1,218 at the end of 1892. The membership of all the unions at the end of 1899 was 1,802,518 as compared with 1,503,232 at the end of 1892, an increase of 20 per cent in the eight years. In 1899 the total number of trades unions decreased from 1,310 to 1,292. This decline of 18 is due to amalgamation of a number of the smaller unions with larger organizations, the number of unions (30) formed in the year being the same as the number dissolved.

The total membership, however, of the trades unions rose in the year from 1,649,231 to 1,802,518, an increase of 153,287, or 9 per cent, the greatest proportionate gain in any of the eight years covered by the report.

Figures with regard to income, expenditure, etc., of 100 only of the principal unions, with a membership of 1,117,465, show that their funds at the end of the

year amounted to \$15,976,640. The total income was \$9,060,185.

* * *

The following may be of benefit to those interested in the early closing movement. It refers to an important decision on early closing agreement being sustained by the courts.

It has always been supposed that an agreement such as that for early closing among the merchants could be broken at will and with impunity by any one of them. This belief is undoubtedly responsible for many failures to engage in an early closing movement. A case which has just been decided by the Kentucky Court of Appeals, however, shows that the law regards such contracts as entirely legal and capable of being enforced just as any other contract. The case was interesting. The merchants of a certain town agreed to close at 6:30 in the evening from May 15 until September 1. One of the parties to the compact afterwards changed his mind and notified the others that after a certain date he should do business in the evening. The other merchants sued for an injunction and the court granted it, stating that the contract for early closing contained all the elements of a legal contract, and could, therefore, be enforced against all parties. The consideration, without which no contract is legal, was the mutual agreement on the part of all these merchants to forego the evening's business.

This decision is a very valuable thing. It will give retail merchants the courage both to make early closing agreements and to enforce them after they are made.—*Exchange.*



MISCELLANY

SIGNALLING TRAINS THROUGH THE ST. LOUIS TUNNEL.

THE following paper was read by M. Wuerpel, Jr., Signal Engineer Terminal Railroad Association, at a regular meeting of the St. Louis Railway Club in January last. By courtesy of Mr. E. A. Chenery, Superintendent of Telegraph, Terminal Railroad Association, and Secretary of the club, we are enabled to reproduce the cuts that accompanied the paper in the report of the club proceedings.

Mr. Wuerpel said:

Before entering on this description in detail, a short history of the traffic through the tunnel and the earlier attempts at signaling, will perhaps not be amiss.

The tunnel is really the western approach to the railway or lower floor of the Eads Bridge. Its western portal being at Clark avenue, it extends northwardly under Eighth street almost to Locust street, where it curves to the right and runs eastwardly under Washington avenue, from about Seventh street, to Main street, which is considered its eastern portal, a distance of seven-eighths of a mile. (See Fig. 1.)

When the Eads Bridge and the tunnel were opened for traffic on July 4, 1874, it was hoped by the management that all roads having their termini in East St. Louis at that time would avail themselves of the opportunity of bringing their trains into St. Louis via the bridge, and thus avoid the delay and inconvenience of using the ferries. This opportunity, however, the roads were slow to grasp for various reasons, the principal one being the inadequate terminal facilities offered by the Bridge and Tunnel Company. This fact

may be shown by the statement that during the year ending April 30, 1875, only 29,000 loaded and empty freight cars, and no passenger cars passed through the tunnel, being an average of only 80 cars, or about four trains per day.

With the organization of an operating company, in 1875, which undertook to furnish motive power, yard room, warehouses, etc., the freight business began to increase, and on June 13, 1875, when the Union Depot, at Twelfth and Poplar streets, was opened, the first passenger trains commenced using the tunnel and bridge.

Time-table No. 1 of the Union Depot and Union Railway and Transit Company, effective June 13, 1875, scheduled 52 in and out bound passenger trains for the nine roads entering St. Louis from the East on that date.

During the year ending April 30, 1876, the freight business had grown to about 10 trains per day, which, together with the regular passenger traffic, made a total of about 62 trains per day through the tunnel. The traffic steadily increased, until to-day there are an average of 180 movements over the tunnel tracks in both directions every 24 hours, ranging from 160 to 200. Of these 100 are regular passenger trains, 50 freight and 30 light engines.

In the early days, as now, the passenger business was congested between the hours of seven and nine in the morning, and the corresponding hours in the evening, the freight being scattered through the remaining hours of the twenty-four. The necessity of some efficient means for protecting trains in their passage through the tunnel was anticipated, so some little time prior to the running of passenger trains through the tunnel, telegraph offices

were established at either end, the one at the west end being located east of the main tracks, just south of Spruce street, and the eastern one being placed between the tracks immediately over Main street.

clear. A fixed signal was erected on each of the offices, which consisted of an arrangement of three red lights, one above the other, at night, and a red target or arm, by day, for the stop signal, and three

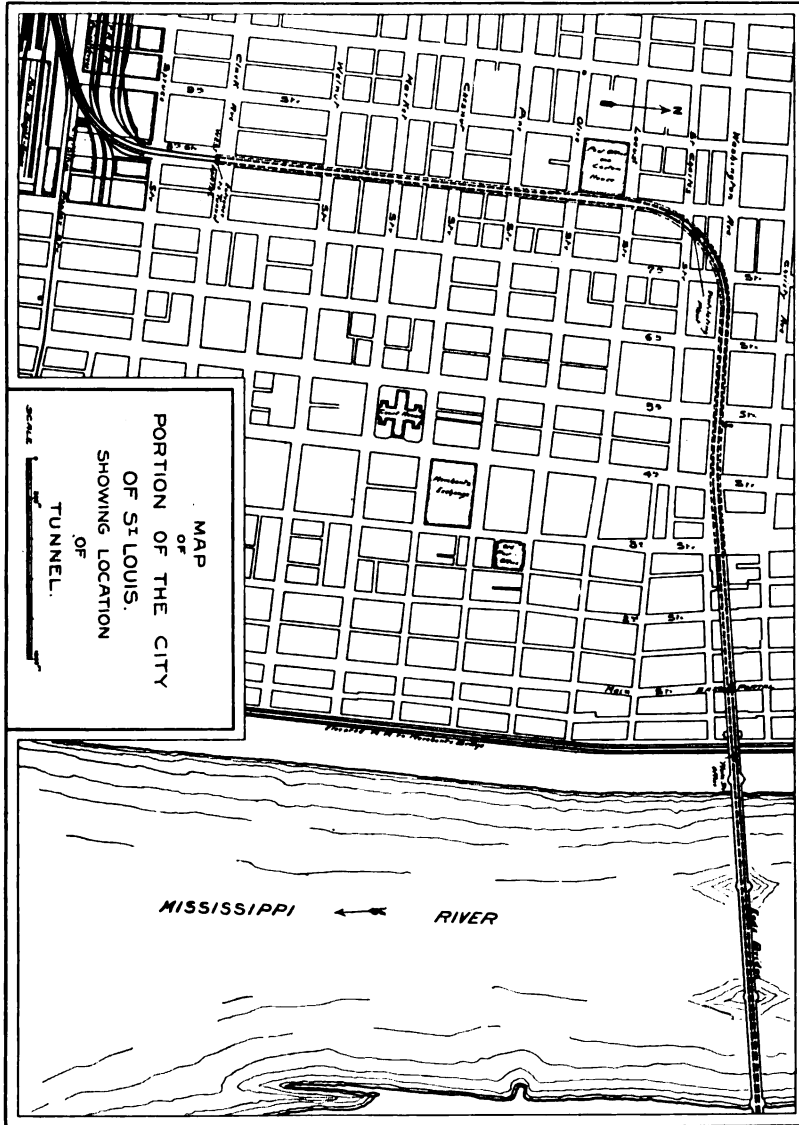


FIG. 1.

Operators were stationed in these offices whose duty it was to report the passage of trains through the tunnel, and to allow no train or engine to enter it, unless it was absolutely certain that the track was

white light at night or a white target by day for the clear or proceed indication.

No train or engine was permitted to pass either of these signals in the stop position.

The following are copies of Rules 12, 13, 14 and 15 for the government of engineers and operators in the movement of traffic through the tunnel, which appeared on the reverse side of time table No. 1, before mentioned:

"Rule 12. No train or engine will be permitted to enter the tunnel from the west until the preceding train or engine has been signaled all-right at Main street, and no train or engine will be permitted to enter the tunnel from the east, or pass Main street, until the preceding train or engine has been signaled all-right at the western approach to the tunnel. Engineers, conductors and trainmen must know that the all-right signal is exhibited before entering the tunnel. A white flag by day, and three white lights at night, one above the other, indicate, at these points, that the tunnel is clear for the passing of trains.

"Rule 13. The departure, passing and arrival of all trains must be reported promptly to the Superintendent's and Depot Master's offices at St. Louis and East St. Louis Depots. And in addition to other reports, the office at the approach to tunnel at the west end must report the passing of all trains or engines, both ways, to Main street office, and Main street office must report the passing of all trains or engines to the office at the western approach to tunnel. Those reports to have preference over all other business on the line, and must be sent promptly after the passing of trains or engines.

"Rule 14. Great care must be used at Main street and office at western approach to tunnel. Trains must not be reported as passed unless the information is positive.

"Rule 15. Red lights must at all times be placed on the rear end of trains, before entering the tunnel."

As Rule 15 demanded, a red light was displayed on the rear of all trains, in addition to the regular markers, to enable the operators to know that the train was intact, they being required to note the red light before reporting the train as having passed. It may here be stated that Rule 15 is still in effect.

While this attempt at blocking trains through the tunnel was primitive, and ad-

mitted of confusion and mistakes, for the safe and proper manipulation of trains depended entirely on the care and watchfulness of the operators—yet the system was in vogue for several years, and due credit must be given to those men who guarded the tunnel entrances and upon whom rested the responsibility for the safety of many lives and much valuable property, for the efficient manner in which traffic was handled, and the remarkable paucity of mistakes or serious accidents.

The fear of the dangerous possibilities that this method presented, led the management to look about for some more positive means of maintaining the space interval between trains through the tunnel, with the result that, during the years 1883 and 1884, an interlocking device was installed, designed to operate switches in the vicinity of the tunnel approaches, and a system of fixed signals so arranged to facilitate movements over the various tracks and to properly protect the passage of trains through the tunnel.

The apparatus consisted of a twenty-lever interlocking machine erected in the office at the west end, and an eight-lever machine in the office at the east end of the tunnel.

The levers of these machine were made to operate the special valves controlling the hydraulic pressure, which was the power employed to perform the labor of shifting the position of a switch or signal. Suitable pipes were laid from the ports of the valves to the switch or signal operating mechanisms, in which the required pressure was maintained by a system of pumps and accumulators, or hydraulic rams.

An electric device, known as the "Sykes Lock and Block Apparatus," connected the two machines in a manner that made the co-operation of the leverman at both ends of tunnel necessary in order to display the proper signals permitting a train to enter at either end. In other words, before the operator at the west end, for instance, could signal permission to an east-bound train to enter the tunnel, he had first to obtain the consent of the operator at the east end, who, if the conditions al-

lowed it, would, by manipulating the Sykes apparatus, unlock the lever operating the entrance signal at the west end. After a train had accepted a proceed signal and entered the tunnel, the signal was automatically restored to the stop position behind the train, by the passage of the train over what is termed a "track circuit" extending the entire length of the tunnel.

The plant, which, by the way, was one of the first interlocking devices erected in this or any other country in which power other than manual was used to operate switches and signals from a central station, answered its purpose so far as safety was concerned. There were, however, many mechanical and electrical defects which were productive of frequent failures.

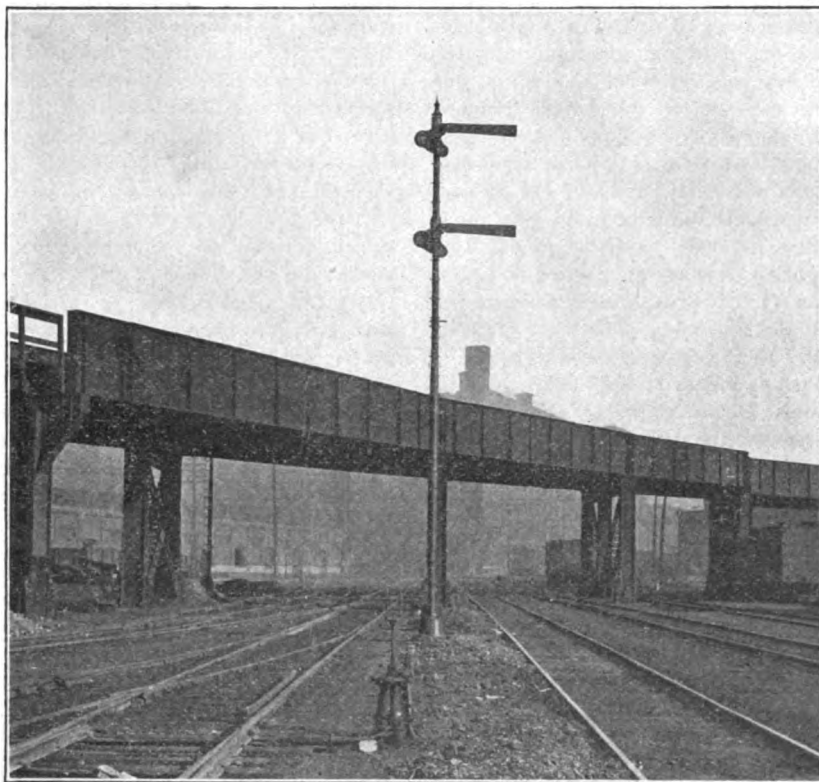


FIG. 2.

The action of this device being such as to not only restore the signal to the stop position, but to lock the controlling lever in a manner to preclude the possibility of a proceed signal being given to a following train, until the preceding one had passed entirely out of the tunnel.

Both tracks were equipped in the same manner, and each could be operated as a single track, the same measure of safety being provided for movements in either direction over the same track.

The failures were usually on the side of safety, but resulted in unnecessary delays to traffic, a feature very objectionable from the operating department's standpoint.

Many changes and improvements were made in the apparatus under the direction of the writer's father, superintendent of structure at that time, who had charge of the system, the most important improvement being the substitution of compressed air for hydraulic power.

In 1891 it became necessary to change the location of the tower which contained the machine at the west end of the tunnel, to a point about 100 feet south, in order to accommodate the new tracks entering the mammoth warehouses of the Cupples Station, then in process of erection in that vicinity. To accomplish this with as little inconvenience to traffic as

The improved apparatus at the west end, together with the original appliances at the east end of the tunnel—which were thoroughly overhauled—gave fairly good satisfaction, although there was still much to be desired, and remained in service until 1899, when it was decided to adopt the present modern plant.

The work of erecting the device in use

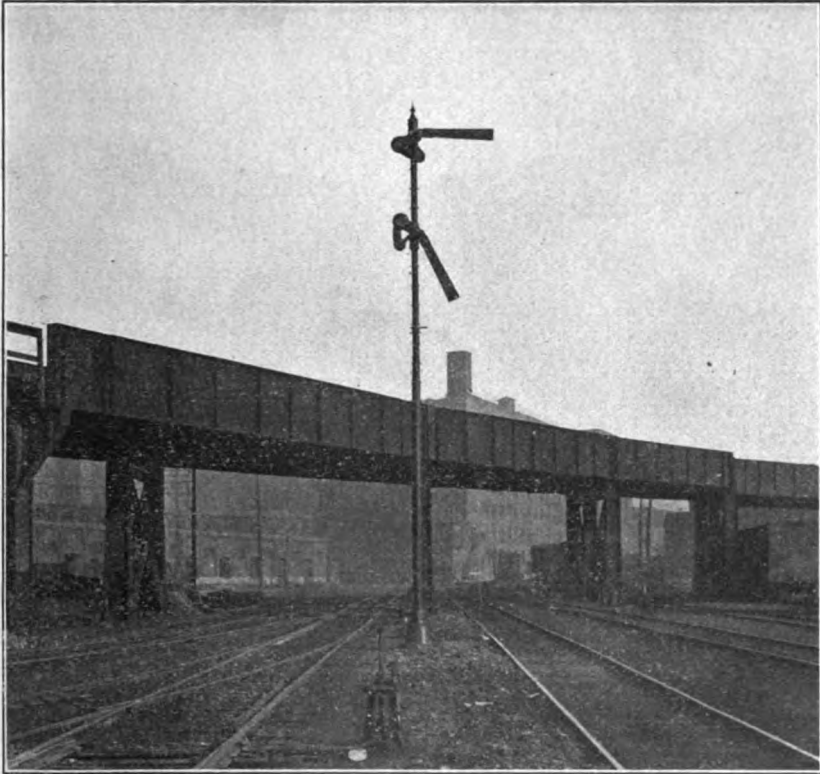


FIG. 3.

possible, a new tower was erected, in which was installed an entirely new machine. This new machine, designed by the superintendent of structure and built in the shops of the structural department, differed somewhat in principle from the original one, but was adapted to operate the same outside mechanism. When all preparations had been made, the old machine was disconnected, and the new one placed in service. It required about forty-eight hours to make the change.

to-day was begun in July, 1899, and completed November 19th of the same year. As much of the outside work as possible was done before abandoning the old appliances, but on account of the radical change, it was necessary to throw the original apparatus out of service about six weeks, before the new one was ready to begin its duties. During this period, switches were operated by hand, competent men being stationed at both ends of the tunnel for this purpose, also to trans-

mit hand signals under the direction of the operators.

While the signals were inactive, all enginemen were required to obtain a clearance card before proceeding through the tunnel, and trains were handled much in the same manner as they were twenty-five years ago.

Before going farther, it may be well to

near the top, one or more (seldom more than three) arms or blades, about 5 feet long and 7 inches wide. The arm, usually of wood, is mounted in a casting pivoted on the mast to allow a movement of the arm in a vertical plane. The position of this arm relative to the mast, indicates to an engineman or trainman, by day, the condition of the track ahead. The arm in

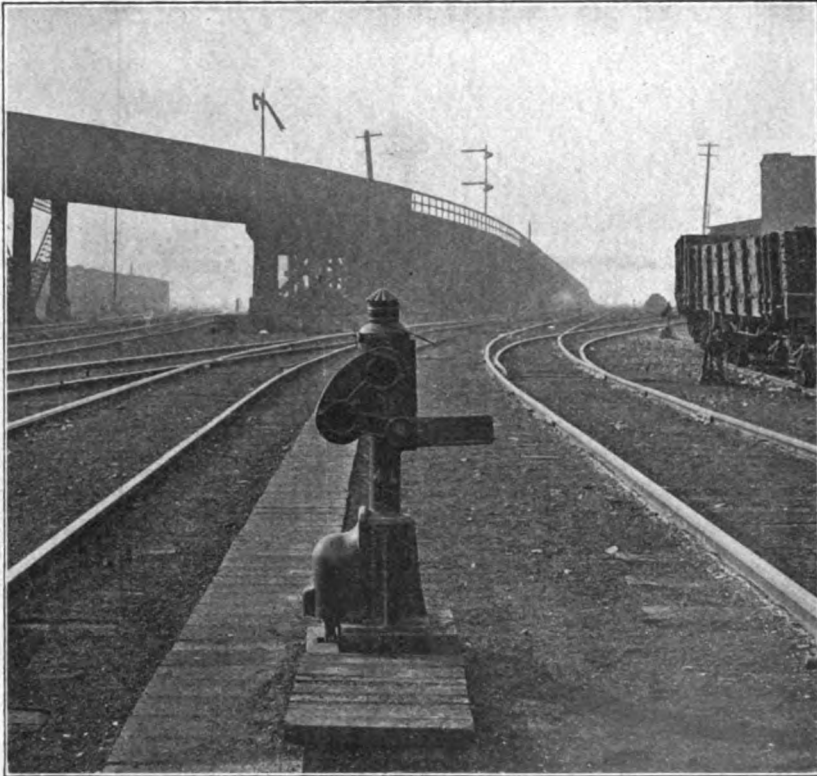


FIG. 4.

describe the forms of signals used in the present installation, for the benefit of those not familiar with them. Two forms are used, the high and the dwarf semaphore, of the type which is rapidly becoming the standard for fixed signals on almost every railroad in this country.

The high semaphore consists of a mast, either of wood or iron, 20 to 30 feet high above rail level, located to the right of the track—in the running direction—over which the signal is to control, carrying,

a horizontal position, or at right angles to the mast, designates danger and means "stop"; when inclined downward at an angle of about thirty degrees to the mast it indicates "track clear—proceed."

As the position of the arm is not discernible at night, the casting on which the arm is mounted is also arranged to carry a red and a green glass or lens, so disposed as to bring the red glass before the white light of a lamp hung to the side of the mast when the arm is in the stop posi-

tion; the green glass taking the place of the red when the arm is depressed or in the proceed position.

The high semaphores are used to control movements over the main track in the regular running direction. If two or more arms are displayed on the same mast, the upper usually governs the main route, while the lower ones govern diverg-

"proceed" is shown in Figs. 4 and 5 respectively.

The apparatus in use to-day for the safe manipulation of traffic through the tunnel, is of the type known as the "Westinghouse Electro-Pneumatic," installed by the Union Switch and Signal Co., of Swissvale, Pa., in which compressed air is the primary power, electricity being employed



FIG. 5.

ing routes. Fig. 2 is a view of a two-arm high semaphore, both arms in stop position; Fig. 3 the same signal with lower arm in proceed position.

The dwarf signal is similar in form to the high semaphore, but, as its name indicates, much smaller, the mast being only about 2 feet 6 inches high, and the arm about 12 inches long. It is used to govern moves in reverse direction on main track or from a siding or connection to the main track. A dwarf signal at "stop" and

to control the air pressure, at the will of the operator.

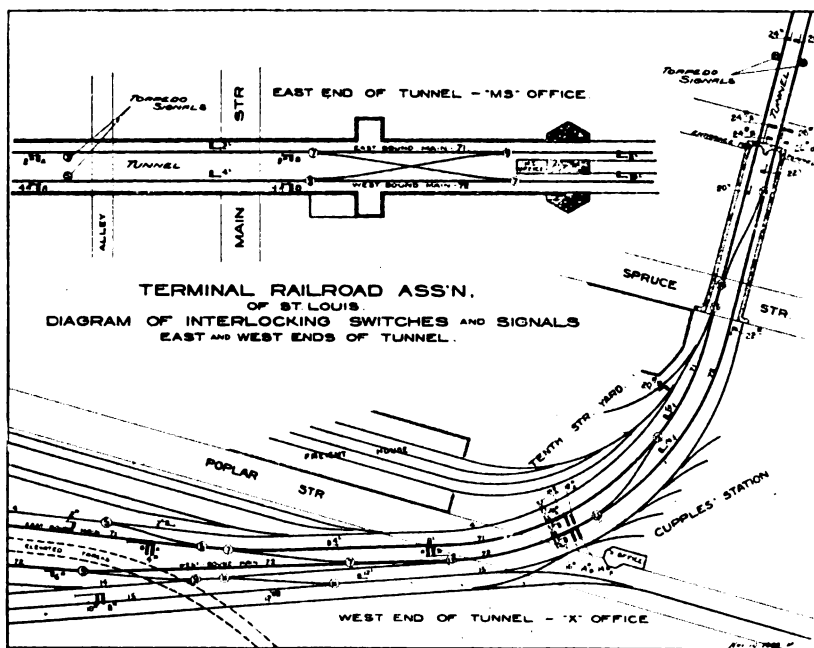
The plant consists of two interlocking machines, one of twenty-seven levers, located in the dispatcher's office at the west end of tunnel, which will be hereafter referred to as the "X" office machine, "X" being the telegraph call of the dispatcher's office. The other machine, of eleven levers, is placed in the telegraph office at the east end of the tunnel, near the west abutment of the bridge, and is designated

"MS." The two machines, which are about one and one-tenth miles apart, measured through the tunnel, are connected by a system of electric locking which compels the co-operation of the levermen at both ends, before signals can be given to permit a train to enter the tunnel in either direction, the arrangement being similar to the original device, but greatly improved.

Fig. 6 is a plan of the tracks at both ends of the tunnel showing the location of

torpedo signals, while the eleven levers at "MS" take care of two crossovers (or four single switches), eight dwarf signals and two torpedo signals. Figs. 7 and 8 are views of the "X" office and "Ms" office machines respectively.

Immediately over each track, at the west portal of tunnel, are placed a high semaphore and a dwarf signal, as shown in Fig. 9, which control east-bound movements into the tunnel.



tunnel, the circuit is divided into two short sections, each 240 feet long, one section being at the west end and the other at the east end of the tunnel. Suitable relaying instruments being connected to these two sections, the same result is obtained as that produced by the continuous track circuit, that is, the signals, being automatically restored to the stop position, are held in that position and the con-

being cleared unless the entrance signals at the east end are at danger, and the tunnel clear, likewise prevents the east entrance signals being put to proceed position while the dwarf signals are in use.

The western approach to the tunnel being on a rather sharp curve (see Fig. 6) it is impossible to see the entrance signals until within a distance of about 300 feet from the portal; and by reason of the

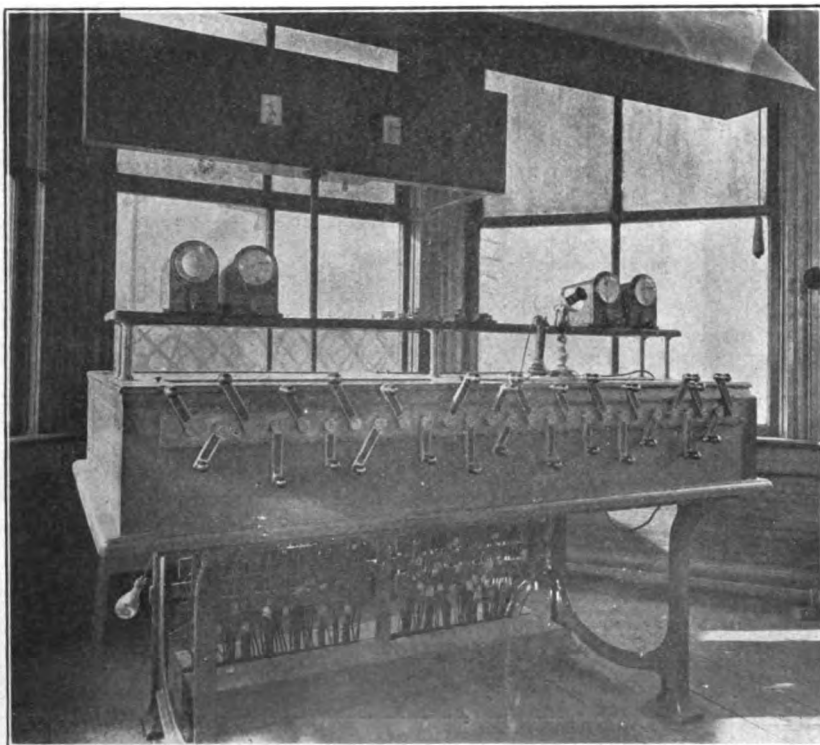


FIG. 7.

trolling mechanism rendered ineffective until the train has passed entirely out of the tunnel.

On account of the proximity of the Tenth street freight yards to the tunnel entrance, it is frequently desired to allow a train to enter the tunnel a few car lengths in order to clear certain switches. The dwarf signals at this point, when indicating proceed, permit a train to enter the tunnel not to exceed 1,000 feet. The electric locking prevents the dwarf signals

heavy grade in the tunnel, it is essential that trains, especially freight and heavy passenger trains, attain a fair speed in order to prevent stalling, and it is therefore important that the engineman have knowledge of the position of the entrance signals somewhat in advance of his view of them. For this purpose, two-arm high semaphores are placed over each track on a bridge (see Fig. 10) some 600 feet from the tunnel portal. These signals are so locked that they can not be set at safety

until the tunnel entrance signals are clear. The two arms are used here to designate to an engineman on which track he will proceed through the tunnel, there being crossovers in advance of the signal bridge.

There are also on the signal bridge two dwarf signals—one for each track—used for switching purposes or to allow light engines and short trains to proceed to tunnel entrance without the entrance signals having first been cleared.

Figs. 2 and 3 are views of this signal. The upper arm of this signal is only given to freight trains destined through the tunnel, and is so locked that it cannot be cleared until both the tunnel entrance and bridge signals are in the proceed position. It is, in fact, the starting signal for all east-bound freights made up in this yard, and is an indication, in its safety position, that all signals in advance are clear.

Immediately outside the west portal of



FIG. 8.

A two-arm high semaphore, which is the first signal in this plant that confronts an east-bound train, is located to the right of the east-bound track about 600 feet from the signal bridge, and controls movements to the signals on the bridge. (See Fig. 6.)

At the east end of the freight yards, located just south of the west-bound track, about 1,600 feet from the tunnel entrance, a similar signal is placed, controlling movements out of the yards to the west-bound track, or over the switching lead.

the tunnel are two dwarf signals, one for each track, which are operated in connection with two other dwarf signals located within the tunnel, 300 feet from the entrance. These signals, in which the lamps are kept lighted at all times, on account of darkness of the tunnel, control the exit of west-bound trains from the tunnel, it being occasionally necessary to hold trains in the tunnel while some conflicting move is being made outside. Passenger and heavy freight trains are never stopped at this point excepting in cases of emergency.

At a point between the exit signals, about fifty feet in advance of the first, a device called a torpedo machine is placed on each track, by means of which device, when the entrance and exit signals are at danger, a torpedo is placed in such manner as to be exploded by the train or engine disobeying the danger signal. It may make the traveling public feel easier to know that it has never been necessary to

real danger point. Having stopped, the train is not allowed to proceed until a clearance card has been obtained from the dispatcher at "X" office.

The other signals operated by the "X" office machine will not be specifically described, as they do not directly pertain to the manipulation of trains through the tunnel. Suffice it to say that they are properly located to protect and facilitate

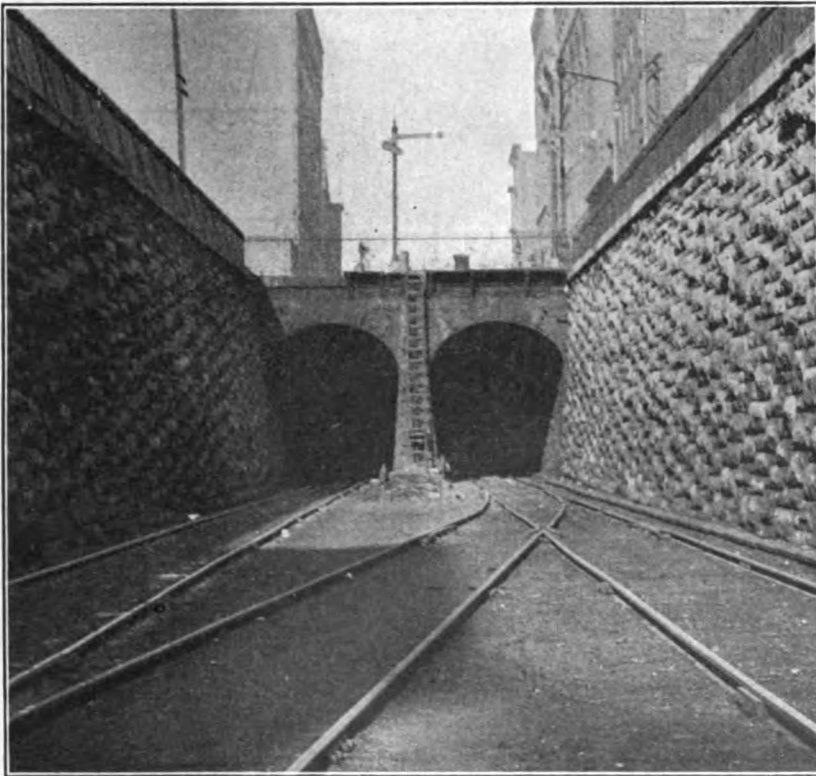


FIG. 9.

explode a torpedo in order to stop a train whose engineer disobeyed a tunnel entrance signal at danger. Occasionally, however, one is exploded by a train overrunning the first exit signal, it sometimes being impossible to see the signal by reason of smoke obscuring it. But this need not cause alarm, as the engineman has 300 feet in which to stop his train—and he must make every effort to do so after exploding the torpedo—before arriving at the

movements over the various connections to the main tracks, as in the ordinary interlocking plant.

At the east end of the tunnel, the first signals encountered by a west-bound train are the dwarf signals, located on the west span of the Eads Bridge, near the west abutment. In Fig 11. is shown a view of the signal on the regular west-bound track. This signal is really a dwarf with the mast lengthened, in order to bring the blade and

light high enough to be seen by approaching enginemen from the east, over the crown of the bridge floor. No high semaphores are used here on account of the whole plant being practically under roof, formed by the highway of the bridge. These dwarf signals protect the crossovers and control moves to the entrance signals, which are located on the short bridge spanning Main street. The tunnel entrance

The exit signals, together with the torpedo machines, are arranged precisely the same as the exit signals at the west end.

In addition to all the visible signals operated by these plants, audible signals in the form of air whistles electrically operated, are placed at various points to assist in conveying information to enginemen and trainmen—the more important of these, being one located in the tunnel

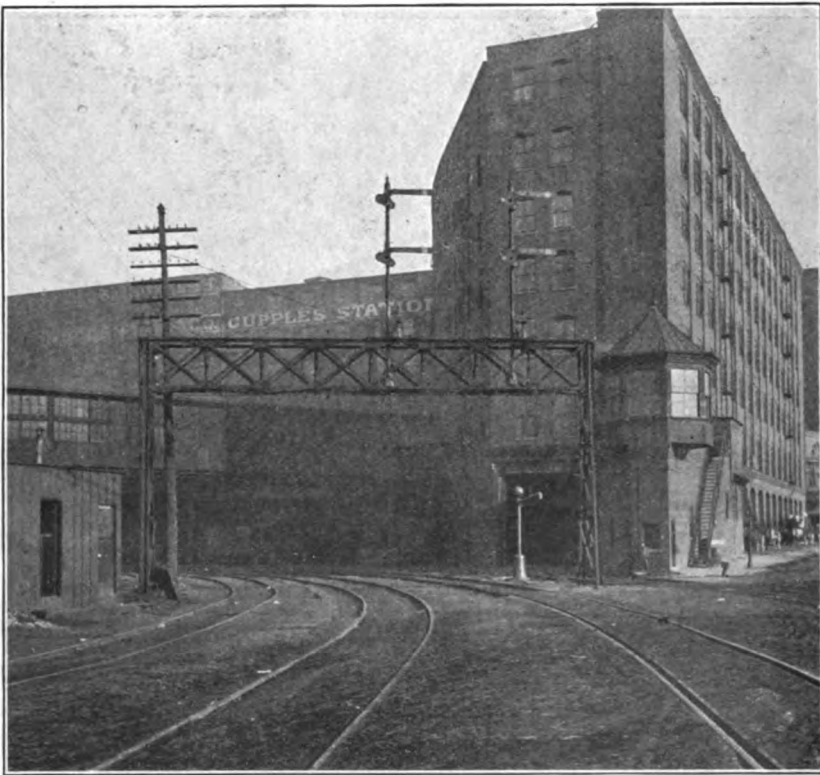


FIG. 10.

signals are also of the dwarf type, but carry no blades, the lights being kept burning at all times. They are equipped with small air whistles which give two short blasts automatically as the signals go to proceed position, to call the engineman's attention to the fact that the signal is clear. The entrance signals at the east end are, of course, controlled and locked in a similar manner to those at the west end of the tunnel.

about 1,600 feet from the west portal, and one on the center span of the Eads Bridge. They are used only to stop trains in cases of emergency.

As before mentioned, the power used in operating the various switches and signals in this plant is compressed air at a working pressure of about ninety pounds to the square inch, supplied from the compressing plant in the power house at the east abutment of the Eads Bridge, from which

point it is conveyed in a four-inch main extending across the bridge and through the tunnel, with the proper taps for the plant at east end of tunnel. At "X" office the main is reduced to two-inch pipe, and is carried underground to supply all switches and signals, three-quarter-inch pipe being used to connect the main with the switch or signal operating mechanism.

cylinder, the piston of which is attached to the arm of the signal by means of rods and cranks, to impart its motion to the arm. Secured to the cylinder is the electro-pneumatic valve, the base of which is connected to the air main. The wires from the controlling lever in the tower are connected to the binding posts of an electro magnet attached to the top of the valve.

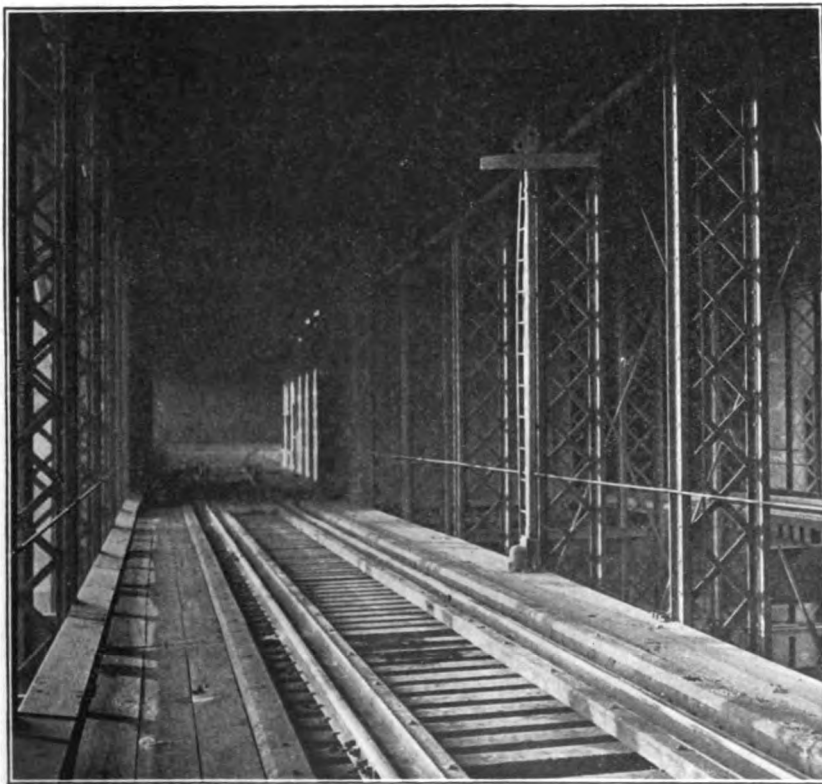


FIG. 11.

The electric current used to control the air is furnished by a motor-generator plant (in duplicate) of about three-quarter kilowatt capacity, located in "X" office. The wire mains extend from "X" office, along the elevated structure on the levee, to "MS," to supply current at that point. This current is delivered from the generators at a voltage of about twenty.

At the base of each signal is placed the controlling device which consists of a

Referring to Fig. 12, its operation is as follows: The signal in its normal or stop position, the magnet is de-energized; when the lever in the tower is moved, the proper contacts are closed, allowing the current to pass through the coils of the magnet, thus energizing it to attract the armature. The stem of this armature passing through the magnet presses open the air-admission valve, at the same time closing the exhaust valve. The air then passes from the

pipe through the air inlet to the cylinder and expands upon the piston, thrusting it downward. The signal arm is thereby moved to its proceed position. To re-

and in turn opens the exhaust valve. The air-admission valve is free to reseat itself, which it does by reason of the coil spring acting under it, assisted by the air pressure

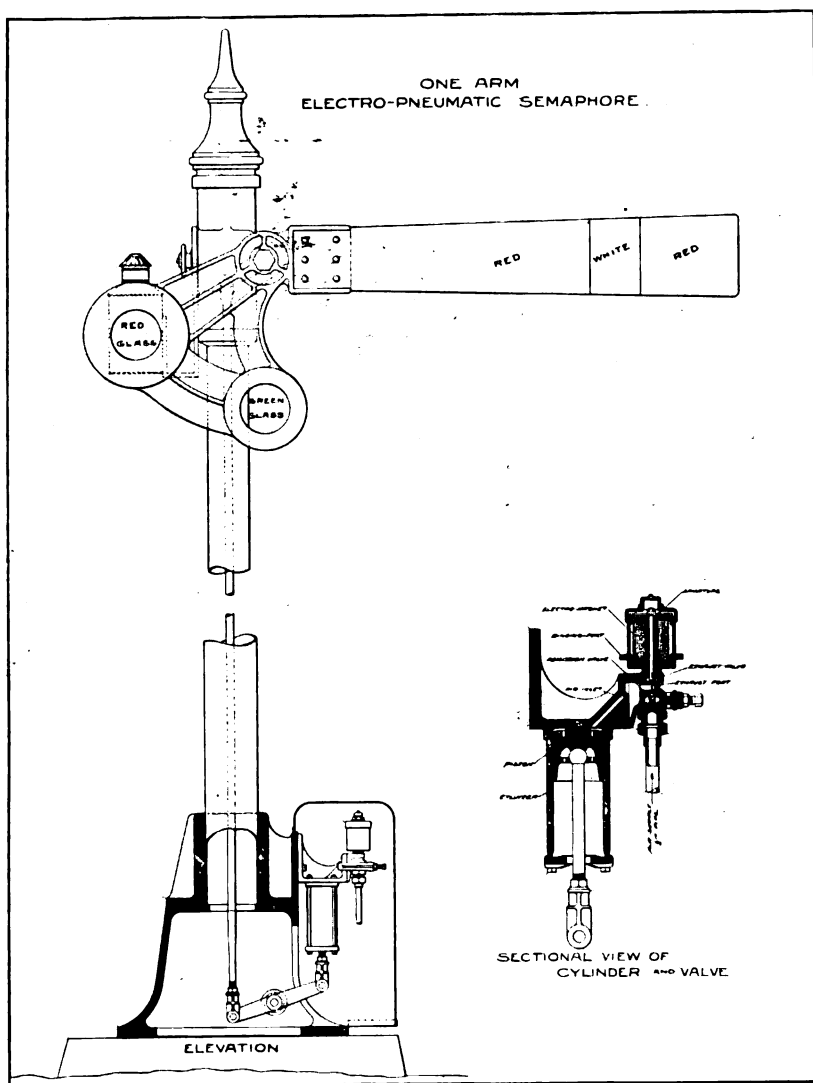


FIG. 12.

store the signal arm to the stop position, the controlling lever is partially moved towards its normal position, which act breaks the electric current flowing through the magnet. The armature is now released

against the bottom of the valve. The air in the cylinder being exhausted, the signal arm resumes its normal or stop position. The force of gravity being employed to accomplish this end, the castings carrying

the red and green glasses, and the connecting rods are made sufficiently heavy to act as counterweights.

To insure against the failure of the force of gravity to do its duty in bringing the arm to the stop position, an arrangement called "the signal indication" is provided. Attached to each signal movement is a device known as a "circuit breaker" (not shown by drawing) which controls the flow of current through an electric locking device connected with the lever in the tower, designed to prevent the complete

tion; and, fourth, to operate the detector or safety bar. The switch and lock movement consists of a base casting upon which is pivoted an escapement crank for shifting the position of the switch, and a slide bar, one end of which is connected to the piston rod of the cylinder. On the slide bar are carried lugs which engage with notches cut in the lock rod connected to the points of the switch, and passing through the head of the movement, for the purpose of locking the switch in either position. The slide bar is also connected to the detector

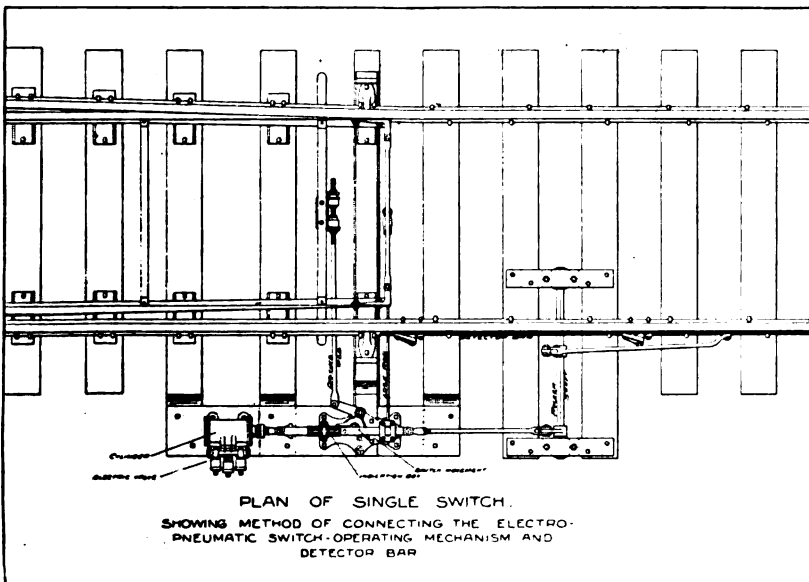


FIG. 13.

return of the lever to its normal position until the signal arm has been entirely restored to the stop position.

In Fig 13 is shown the arrangement of the switch operating mechanism. It consists of a double acting cylinder, six inches in diameter and eight and one-half-inch stroke, to which is secured the electric valve controlling the air pressure. Its piston, instead of acting directly on the switch points, is connected to what is termed a switch and lock movement, the duties of which are four-fold: First, to unlock the switch; second, to shift the position of switch; third, to relock it in its new posi-

tion; and, fourth, to operate the detector or safety bar. The switch and lock movement consists of a base casting upon which is pivoted an escapement crank for shifting the position of the switch, and a slide bar, one end of which is connected to the piston rod of the cylinder. On the slide bar are carried lugs which engage with notches cut in the lock rod connected to the points of the switch, and passing through the head of the movement, for the purpose of locking the switch in either position. The slide bar is also connected to the detector bar, which is a bar of $\frac{1}{2}$ -inch by $2\frac{1}{2}$ -inch iron about 50 feet long held against the head of the rail by means of links and attached to the bar and mounted on the studs of clips secured to the base of the rail. The top of the bar is held normally flush with the top of the rail. The motion of the slide bar being imparted to the detector bar, its tendency is to rise above the head of the rail about one inch while the switch is being shifted and fall again after the switch is securely locked in its changed position. Its object is to prevent a switch being shifted under a passing train. The treads of the wheels

of a train projecting beyond the head of the rail, prevent the bar from rising, thereby arresting the stroke of the slide bar.

The operation of the switch and lock movement is as follows: The first part of the stroke of the slide bar unlocks the switch and raises the detector bar, the middle portion shifts the points of the switch and the last part of the stroke re-locks the switch and lowers the detector bar.

are very small, electric valves are not used to directly control the admission of air to the main cylinder "C," but are arranged to operate a D valve mounted in an air chamber, "A," which is directly connected to the main air pipe, in much the same manner as the D valve of an ordinary steam engine. This D valve "D" is shifted by the pistons of two single acting cylinders, "V"—"V," placed on either side of it, the air pressure operating these pis-

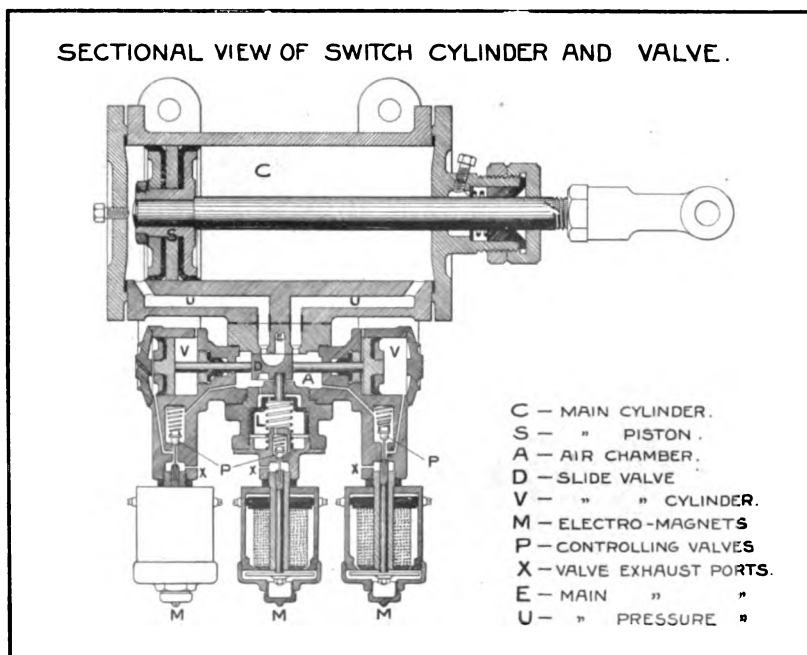


FIG. 14.

The principal part of the switch operating layout is the cylinder and electric valve.

In the sectional view of these parts shown in Fig. 14, the valve is somewhat distorted in order to properly show all the air passages and ports, so that it appears larger in proportion to the cylinder than it actually is.

As the labor performed by the switch cylinder is much greater than that performed by a signal cylinder, the passage of air to the cylinder must be considerably freer, and as the ports of the electric valves

are being controlled by the valves, "P"—"P," actuated by the electro-magnets "M." In practice the electric current from the tower energizes at all times either one or the other of the outside magnets according to the position of the switch. To avoid the possibility of a false position of a switch with regard to its controlling lever in the tower, the D valve is locked in either position by the plunger of a third "balanced" piston, "L," engaging with proper recesses in the back of the valve. This balanced piston is controlled by the middle magnet valve.

In the operation of the whole arrangement, a partial movement of the lever in the tower first closes the circuit passing through the D valve lock magnet, releasing the D valve, opens the circuit on the outside magnet last used, and closes that controlling the opposite magnet, which series of movements tends to shift the D valve to reverse the pressure in the main cylinder. The movement of the piston to

principle to the signal "indication;" the circuits of the electric locks on the lever being carried through the "indication box" attached to the switch and lock movement. (See Fig. 13.) The indication box contains two pairs of electrical contacts which are alternately closed at the extreme end of the slide bar's stroke after the switch has been securely locked.

Fig. 15 is a view of a switch operating



FIG. 15.

the opposite end of the cylinder shifts the position of the switch through the agency of the switch and lock movement. This entire operation is caused by only a partial movement of the lever, as before stated, the lever being electrically locked to prevent its complete movement until the switch has responded to its partial movement. The electric locks are operated to release the lever only when the switch has been shifted and locked in its reversed position, this being accomplished by the "switch indication" similar in prin-

mechanism connected to one of the switches in the "X" office plant.

Having described the functions of the outside parts of the plant, we now come to the interlocking machine. By again referring to Fig. 7 of the "X" office machine, it will be seen that there are two rows of levers, or rather cranks, extending along the face plate of the frame of the machine. The upper row are those controlling the switches, and stand, normally, at an angle of thirty degrees to the left of vertical. They are capable of being moved

through an arc of sixty degrees to their reversed position. The lower tier control the operation of signals and are normally in a vertical position. They admit of being shifted thirty degrees either to the right or left.

The switch and signal levers are arranged alternately in the machine and are spaced $2\frac{1}{2}$ inches center to center. The alternate switch levers are made shorter in order that one lever in its reversed position does not interfere with the next one to it in its normal position.

All levers are made to rotate shafts extending horizontally to the back of the machine. These shafts passing under the bars of the mechanical interlocking, immediately back of the levers, are connected to these bars by means of a segment of pinion secured to the shaft which meshes into the teeth of a rack in the under side of the bar to impart the rotative motion of the shaft to the straight line movement of the interlocking bar which accomplishes the interlocking of levers. The function of this mechanical locking is, of course, to prevent conflicting signals being given over the same route, or signals being given over a route improperly "lined up." On the central portion of each shaft is mounted a hard rubber roller upon which roller are carried narrow strips of phosphor-bronze designed to open or close the contracts of the various electrical circuits which are to be controlled by the movement of the lever. Beyond the hard rubber roller are the electric locks, which effect the complete stroke of the lever unless acted upon by the switch or signal indication circuits.

Immediately over the interlocking machine at "X" office are the instruments controlling the electric locking between the levers of the machines at each end of the tunnel, which operate the entrance signals. (See Fig. 7.) A similar set of instruments is placed on the operator's table at "MS," shown in Fig. 8. These little instruments are really the most important feature in the whole plant, but as they are also the most complicated, an attempt to describe their operation in detail would consume as much time and space as has

already been taken for the foregoing description.

At "MS" office the telegraph operator manipulates the interlocking machine in addition to his other duties, but at "X" office the dispatcher is assisted by a leverman, who handles the machine under the dispatcher's directions. The operators are informed by telegraph or telephone of the arrival and departure of all trains and engines at the several stations on the line from Union Station, St. Louis, to Relay Depot, East St. Louis. A record or train sheet is kept at each point of such arrivals and departures, together with the kind of train, number of cars, and number of the engine pulling train, etc.

A train or engine having arrived at the tunnel portal, destined through the tunnel, the method of procedure is as follows:

In the case of an east-bound train, the operator at the west end signals to the operator at the east end that he desires to have his entrance signals unlocked, by pressing a button which controls a call bell used for this purpose to economize time. All conditions being right, the east end operator answers the call, at the same time shifting the key of his unlocking instrument, which move unlocks the corresponding instrument at the west end, announcing the fact by dropping the arm of a miniature semaphore placed above this instrument. The leverman at the west end now shifts his unlocking key, thereby releasing the levers operating the entrance signal. This signal being placed in the proceed position, the train enters the tunnel. In passing over the track circuit before mentioned, it automatically restores the entrance signal to its normal or stop position. A disc indicator, conspicuously displayed in each office, turns to present its face, on which is lettered "Train on 71" (or 72, as the case may be—72 being the number used to designate the west bound and 71 the east bound track in the tunnel). These indicators, together with the peculiar noise made by a device called a "buzzer," announce to the operators in both offices that the train is in the tunnel.

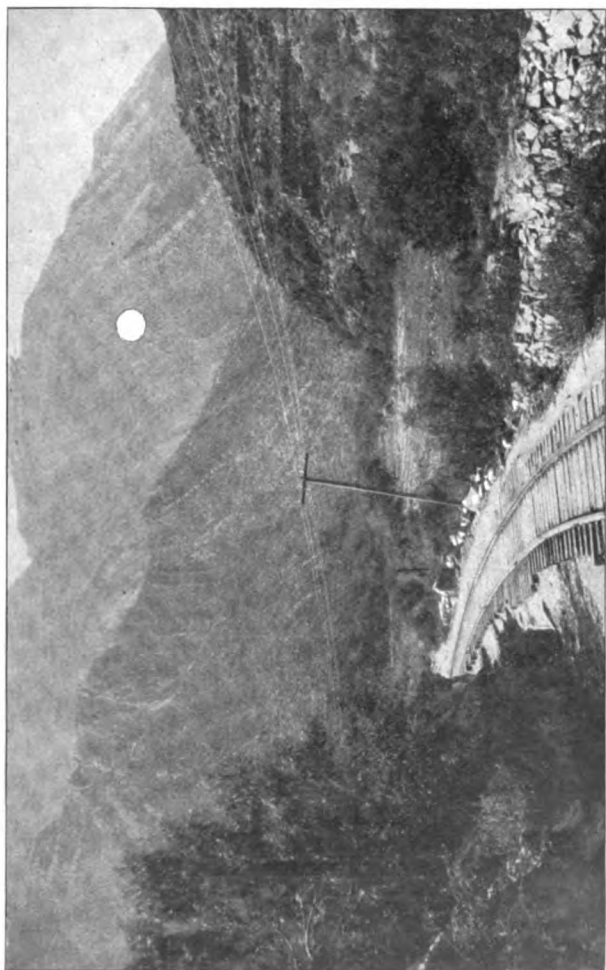
While the train is in the tunnel, all levers and keys that have effected its entrance must be replaced to their normal position; such act being imperative in order that the apparatus be placed in a proper condition to be manipulated for a following train. Having been restored, however, the levers are relocked until the train has passed entirely out of the tunnel at the east end.

For the passage of west-bound trains the operation is simply reversed—the west end man unlocking the “hole,” as the tunnel is called, upon call from the east end.

At “MS” or the east end of tunnel, three operators are employed, working in shifts of eight hours each, to take care of train movements at that point. The services of three levermen in addition to the three dispatchers are required at “X” office, a dispatcher and a leverman being on duty eight hours. A chief dispatcher working a “split trick” is also on duty at “X” office four hours in the morning and a like number of hours in the evening.

The maintenance of this plant is looked after by two repairmen working twelve hours each, whose duty it also is to inspect the apparatus at frequent intervals and to answer “trouble calls.”






HOLE IN THE MOUNTAIN, BETWEEN MONTEREY AND SALTILLO, MEXICO.
Courtesy of the Mexican National Railroad.

Woman's World

WOMAN IN THE LABOR MOVEMENT.

(By EVA McDONALD VALESH.)

 DURING the recent convention of the American Federation of Labor, held at Louisville, Ky., I had a pleasant chat with the editor of the RAILROAD TELEGRAPHER. He expressed himself as favoring woman's freedom and equality with man, even to the extent of allowing her to vote. With this in mind, I feel that I can talk freely to the Woman's Department without the fear of the blue pencil hovering over me.

It strikes me that within the last year women have shown their value to the labor movement in a new direction. It is so simple and practical, too.

Last month I addressed a meeting of the Women's Label League in Chicago and the story of how the league started seemed to me a very interesting one.

It appears that the wife of a working man in an Indiana town suggested to some of her friends that as the women did most of the buying for the household, they should be able to persuade the storekeepers to keep on sale goods bearing union labels.

These practical women decided to choose some article that was in constant demand in order to more easily educate the storekeeper on the significance of the union label.

They concluded that when purchasing overalls for their husbands they would buy only those bearing the garment workers' label.

Of course, the storekeeper of whom they demanded the label betrayed the densest ignorance on the subject. He had never heard of such a thing and looked as if he doubted its existence.

The women, with feminine guile, managed to give him the impression that another storekeeper down the street had investigated the garment workers' label, was about to lay in a stock of overalls adorned with it and that the trade of wage workers' families was, in consequence, about to be transferred to him.

The story runs that in less than a month every storekeeper in that town was hunting for garments and other articles of merchandise bearing the label. It should be said, in passing, that it was a busy manufacturing town and its population principally composed of wage workers.

The idea spread, and now Women's Label Leagues are springing up all over the country. The idea seems to appeal to the feminine mind. You know it's really a pleasure to be able to tell a merchant that you want a class of goods that he hasn't and that nothing else will answer. Of course, the masculine mind is always above perversity of this sort, but half the pleasure of shopping—to a woman—is the difficulty in finding what she wants.

A clerk told me recently—I am sorry to say she was not a union clerk—"there is one sort of woman more exasperating than any other."

"The sort who doesn't know what she wants?" I queried.

"Bless you, no; it's the woman who knows exactly what she does want and will not be satisfied with anything else."

That is the spirit which the women of the label leagues are cultivating.

Though, to be serious, there is an excellent reason underlying the demand for goods bearing the union label.

The label on any piece of merchandise means that it was manufactured under clean and healthful factory conditions.

It also means that the man or woman who created the article was a member of a union, and by that fact guaranteed fair wages and reasonable hours of labor.

It would take too long to more than briefly indicate how great a revolution in economics is indicated by the union label. I wish I could take my readers through the tenement districts in the east side of New York City, where clothing is manufactured by the "sweated" garment workers. I have seen children four years of age working all day pulling basting threads.

I have seen inner court tenements where children were born and lived for three years without ever seeing the light of day. The click of the sewing machine went on in the lamplight just the same.

It is not unusual for eight or ten adults to live, work and sleep in two tiny rooms. The clothing on which they work often serves for bedclothing.

The cigarmakers, in their trade, succeeded in rooting out tenement house products by the use of the label and the garment workers have accomplished enough that no one need buy "sweat shop" made goods if they care to ask for the union label.

The illustration could be extended to all the other trades which use labels to advertise the fact of union workmanship. The label idea itself is capable of extension to many organizations which do not yet use it. I can imagine organized telegraphers using a label with good effect.

There is no merchant who wants to lose the custom of a woman who does the buying for her family. He is much more apt to listen to your persuasion about the label because your trade is a factor in his business success.

I do not think the individual woman, perhaps, will enjoy promoting the sale of union label articles, but if she will gather her friends and acquaintances about her, a crusade for goods bearing the label may

be made more exciting than a linen shower or a church sociable.

I like to see women interesting themselves in label work because it is something that a woman can do for the labor movement without interfering with her home duties.

The woman in the labor movement who organizes unions and delivers speeches—and even writes letters—may be doing valuable and necessary work, but to my mind anything that takes woman from the domestic sphere to any great extent is abnormal and tending in the wrong direction.

I admit, however, that most of us were born into an abnormal economic condition and have not much choice as to our environment. The great bar to successful organization among women wage workers has been that they soon marry and leave the factory and hence lose their interest in unionism. The promotion of union labels is a form of unionism in which no woman need lose an interest.

I think that much of the club work done by women in recent years is open to the criticism that it was a mere fad, doing no practical good to anybody. This criticism cannot be applied to clubs for the promotion of union labels.

It always seems to me that no housewife should need any other argument in favor of the label than its guarantee that the article bearing it was made under cleanly and healthful conditions. Read what the daily papers say about the way bread is made in filthy, non-union basement bakeries in Eastern cities and reflect that the bakers' label guarantees you against bread containing disease germs.

At some future time I may take occasion to point out how the encouragement of the various labels helps every wage worker, whether his trade uses a label or not.



Poetical

The Geese That Lay the Golden Eggs.

Of all the creatures on this earth,
That run upon two legs,
There's none so silly as the geese
That lay the golden eggs.

Not dressed in feathers, like the geese
That lay their eggs in shells;
But clad in rags, producing things
Some other fellow sells.

These geese are human working folks,
Who sell their skill and toil,
For just enough to keep on top
Of old earth's sunny soil.

A few rich men own all the earth
And, oh, I ask, how long
Shall they grab all the golden eggs,
From weak geese and from strong?

A working goose may change his boss
When he a new one finds;
But any boss, and every boss,
For still more profit grinds.

The landlord, and the merchant, too,
The banker, and the priest,
All try to grab the golden eggs
And, thus, these geese are fleeced.

Why, under heaven, don't these geese
Take all the land and tools,
And own the products of their toil,
And not be such big fools?

The earth, by right, belongs to all
Who live upon it now,
And when these geese just find this out
There'll be an awful row!

Don't tell me of the "man and hoe,"
The "brother of the ox"—
These geese will fly upon the rogues
In mad, resistless flocks.

These geese that lay the golden eggs,
Will soon prevent all loss,
By laying only for themselves
Instead of for their boss.

Yes, then their every living hour
May happily be spent,
For they will use what they now lose,
As profit, interest, rent.

—Philip Jackson.

The Voice of the People.

Swing inward, O! gates of the future,
Swing outward ye doors of the past,
For the soul of the people is moving
And rising from slumber at last;
The black forms of night are retreating,
The white peaks have signaled the day,
And freedom her long roll is beating,
And calling her sons to the fray.

And woe to the rule that has plundered,
And trod down the wounded and slain,
While the wars of the Old Time have thundered
And men poured their life-tide in vain;
The day of its triumph is ending,
The evening draws near with its doom,
And the star of its strength is descending
To sleep in dishonor and gloom.

Tho' the tall trees are crowned on the highlands,
With the first gold of rainbow and sun,
While far in the distance below them
The rivers in dark shadows run,
They must fall, and the workman shall burn them
Where the lands and the low waters meet,
And the steeds of the New Time shall spurn them
With the soles of their swift-flying feet.

Swing inward, O! gates, till the morning
Shall paint the brown mountains in gold,
Till the life and the love of the New Time
Shall conquer the hate of the Old.
Let the face and the hand of the Master
No longer be hidden from view,
Nor the lands he prepared for the many
Be trampled and robbed by the few.

The soil tells the same fruitful story,
The seasons their bounties display,
And the flowers lift their faces in glory
To catch the warm kisses of day;
While our fellows are treated as cattle
That are muzzled when treading the corn,
And millions sink down in Life's battle
With a sigh for the day they were born.

—Jas. G. Clark.

The New Old Man.

Wave him aside— ay, show him the door;
He is just an old man who has seen his best day
The world has no use for his kind any more—
Why, the hair on his temples is sprinkled with
gray!

Who cares for the story he lingers to tell?
 You have heard it before—it has often been
 told!
 He is forty—squeezed out like a lemon and—well,
 He's old!

Tell him to go and sit down in the street
 And beg from the people who hurry along;
 Throw him a crust—if he still has to eat—
 But let him make room for the young and the
 strong!
 His work has been done and the mold's on his
 brow,
 So push him away—send him out in the cold;
 He must turn to his children or charity now—
 He's old!

His senses are dulled and his nerves are worn out,
 And he helplessly lags in the heart-breaking race;
 Send him forth in the world, to be jostled about,
 And summon a boy to step into his place!
 He has had all the chances he ever may claim;
 There is nothing for him that the future can
 hold—
 He is forty, poor fossil, so cross out his name—
 He's old!

The Plutocrat.

He vows he loves the workingman,
 More dearly than fine health,
 And to insure him happiness,
 Deprives him of all wealth;
 For riches oft breed vices
 And lead men far from well,
 Amidst the fumes of sulphur
 And the flames of burning hell.

He loves the workman's blindness,
 And because he will not see
 That if his wealth is stolen
 He must drudge in poverty.
 He loves to share the earnings
 Of the needy and distressed

And increase the hours of labor
 Of the sickly and oppressed.

He admires the toiler's dullness
 And his lack of common sense
 In submitting to be plundered
 By vile shams and base pretense,
 He loves men as the shepherd
 Loves the sheep within the fold,
 To sell the fleece in springtime
 And the carcass when it's old.

He adores the patient toiler
 And compares him to the ox,
 That plods beneath the heavy yoke
 Amongst the roots and rocks.
 Yes, he loves his fellow creatures
 With love that is sublime;
 And he loves the workman's dollar
 And he takes it ev'ry time.
 —Henry M. Edmiston.

Don't Worry.

When things go contrary, as often they do,
 And fortune seems burdened with spite,
 Don't give way to grieving all dismal and blue—
 That never set anything right!
 But cheerfully face what the day may reveal,
 Make the best of whatever befall—
 Since the more that you worry the worse you must
 feel,
 Why waste time in worry at all?

We all have our troubles, some more and some
 less,
 And this is the knowledge we gain—
 It's work and a brave heart that lighten the stress
 Of a life's share of sorrow and pain.
 Then face with this knowledge fate's cruellest deal,
 Too plucky to faint or to fall—
 Since the more that you worry the worse you
 must feel,
 Is it wisdom to worry at all?

—St. Louis Republic.



FACETIOUS

The Obstacle.

Oldhamme—Young man, have an ideal. Have an ideal, I say, and hug it to your bosom at all times and places.

Youngdogge—She won't let me.—*Harper's Bazar.*

Perpetual Affection.

Flo—Do you love me, sweet?

Will—Dearly.

"Would you die for me?"

"No, my precious girl; mine is undying love."—*Tid-Bits.*

Well Defined.

They were once more talking about trusts. "I heard another definition of a trust the other day," said Mr. Northside to Mr. Shadyside. "What was it?" "A trust is a body of men entirely surrounded by water."

She Was Reassured.

Teddy—Won't you come and see our new baby?

Old Maid Teacher—Yes, dear, when your aunt is better.

Teddy—Oh, but it ain't catching.—*Smart Set.*

Clearly a Mistake.

"What is this charge here?" asked the business man of the telephone collector.

"Oh, that's for a 15-minute conversation your wife had."

"With whom?"

"Her dressmaker."

"There must be some mistake, young man; my wife never got through talking to her dressmaker in 15 minutes in her life!" —*Yonkers Statesman.*

The Young Diplomat.

Mother—No, Johnny, you have had pie enough.

Johnny—Mother, it is impossible to have enough of your pie!

He gets another piece. — *Boston Transcript.*

The Worm Turned.

"Really, Mr. Henry, the smoke was so thick in your room you could cut it with a knife," said the boarding house lady.

"Well, I wish to gracious," replied Henry, "you would get some steak I could do that to."—*Yonkers Statesman.*

She Got Even.

"Madam," said a dignified husband to his loving little wife who had stolen up behind his chair and given him a kiss, "such actions are anything but agreeable to me."

"Oh, excuse me," said the little woman, "I didn't know it was you."—*Chicago Daily News.*

Won Without Trying.

A minister was one day walking along a road, and to his astonishment he saw a crowd of boys sitting in front of a ring with a small dog in the center. When he came up to them he put the following question: "What are you doing to the dog?"

One little boy said: "Whoever tells the biggest lie wins it."

"Oh," said the minister; "I am surprised at you little boys, for when I was like you I never told a lie."

There was silence for awhile, until one of the boys shouted: "Hand him up the dog."—*Tid-Bits.*

Landlord and Renter.

Bingham—Yes, this is a fine establishment, and one might suppose you are very happy in it. But don't you sometimes worry about the heavy rent?

Stilson—Oh, dear, no. I suspect, however, the landlord has qualms in regard to that matter.—*Boston Transcript*.

The Right Kind of Arson.

"Aren't you afraid of that man who keeps making incendiary speeches?" inquired the close friend. "Not a bit," answered Senator Sorghum. "The only kind of incendiary who stands a show of making an impression in my bailiwick is a man who has money to burn."—*Washington Star*.

The Direct Route.

Hoorihan—The noight afther the battle me and me coompany marched forty-three miles.

Kerrigan—Goan wid ye. Ye couldn't thravel that far in wan noight.

"That's where ye don't know, Kerri-gan. We wint cross lots.—*Harvard Lampoon*.

Took Her at Her Word.

Mother (coming swiftly)—Why, Willie! Striking your little sister!"

Willie (doggedly)—Auntie made me.

Maiden Aunt—Why, Willie! I said if you did strike her I would never kiss you again.

Willie (still doggedly)—Well, I couldn't let no chance like that slip.—*Tid-Bits*.

No Other Course Left.

"How did you happen to maul that foot-pad so mercilessly?" they asked of the mild little fellow.

"It was all his own fault," was the reply. "I was too frightened to speak when he stopped me, and he would have had everything his own way if he hadn't grabbed me by the arm on which I was recently vaccinated. I just had to fight, then."—*Chicago Post*.

Indignantly Defined.

"I don't like that man," said Senator Sorghum, in a tone that was almost ferocious. "He is what I call a dishonest politician. And dishonesty in politics is something that I can't abide."

"What is your idea of a dishonest politician?" asked the friend, rather quizzically.

"Why, he's a man who takes money from both sides and then goes ahead and votes as he blame pleases."—*Washington Star*.

Too Smart for His Papa.

The 12-year-old son of a Topeka fond parent recently became the proud possessor of some guinea pigs. A day or two after they were safely corralled in a cage he went about bragging of his new acquisition among his playmates. Now, it seems, these youngsters knew of a "sell" in which guinea pigs played a prominent part. They started to "hook" the youngster, and they caught him hard and fast.

He felt so badly about it that he started to "sell" some one else. His father was the victim.

"Do you know, papa, if you hold a guinea pig by the tail that its eyes will drop out?"

The father laughed outright.

"Why, who in wonder told you such stuff as that, Louis?"

"The boys all say that," answered Louis, sober as a judge, "and it's so; yes, sir."

"Oh, nonsense," said the father, still laughing.

"Well, you go to the cage and hold one up and you'll see."

Just to humor the boy the father went out. In a moment he came back, looking—well, looking just like a man who had been badly sold.

"The little rascal got me that time," he remarked to a friend.

"But I don't see the point," said the friend.

"You don't?"

"No."

"Well, guinea pigs have no tails."—*Presbyterian*.

Our Correspondents

"THE FREEDOM OF GOD'S UNIVERSE."

BY JOSE GROS.

AFTER centuries of education, have we, the best men in the best nations, learned how to reason on principles of sound common sense? Let us quietly think on the subject before we answer that question. One of the most important words in the human language relating to our morality and manhood development, is, we venture to say, "Faith." That is the very word which we all have been especially careful not to understand. It must either mean duties fulfilled or duties neglected. We have no middle term between the two processes. In the language of Christ, faith meant duties fulfilled, since it was through faith that he said nothing would be impossible for us to do, in the line of good. We have always managed to do plenty of evil. Duties performed! That must take considerable sound reasoning powers. All evil must then be the product of wrong reasoning tendencies. Hence our eternal disagreements on all vital social developments. Those vital disagreements are even found among honest, first-class reformers. Take, as an instance, what some of them have been proclaiming for many years, viz., "The problem of economic production has been solved. It has passed the experimental, and stood the test of the practical. Corporate monopoly has solved it. The problem of a just distribution of the values that labor creates waits solution. It is the great and only industrial problem of the age."

How can we solve any industrial problem as long as we allow land monopoly to rule supreme, evolving such gigantic, wealthy, monopolistic combinations as the most degraded civilizations never did evolve? They were not bright enough for that. How can monopolistic production be economic production? Production is to-day loaded down with 65 per cent monopoly profits. Hence it is the most expensive production that the earth ever saw. Production can only be economic when labor receives all that it produces. It can only be economic when it is free from all monopoly profits, from all injustice and restrictions. And restrictions in production to-day are veritably enormous, since what we produce is but one-third of what we could, with but one-third of the daily labor we have to-day. Never before in the history of humanity could the monopolists do over 20 per cent of the evil they do in our days.

And why so speak of justice in wealth distribution, being the only problem that remains unsolved? What is wealth distribution but the complementary form of wealth production? And how could monopoly or injustice in wealth distribution exist if the same was not the case in primary or elementary wealth production? We need land to produce wealth. We need land to transport and distribute wealth. As long as land monopoly remains, how can it fail to rule both in production and distribution.

Don't you see how even broad reformers talk and write without first trying to grasp the simplest adjustments of economic science? The fact is deplorable. It proves

how incomplete has education been all along for centuries, or how far have we run away from all fundamental truth in the realm of social morality.

Not only intelligent conservatives and patchwork reformers, but many fundamental reformers, are yet unable or unwilling, we hardly know which, to grasp the simplicity of truth in human relations. In its plainest formula, that truth is "personal and social or collective respect for the equal, natural inalienable rights of all men." All those rights are more or less trampled upon through the basic social iniquity of land monopoly.

To speak of any solid goodness or freedom anywhere, or in any form, as long as that iniquity remains the guiding star of our existence as men and citizens of our nation, or as citizens of humanity—is that talk or assertion entitled to any respect? Does it embody any truth? Is not that talk a mere nonsense? Does it do anything but act as a narcotizer of human conscience? Why not try to be frank with ourselves? "And ye shall know the truth, and the truth shall make you free." There we have the only kind of goodness that can have any value in the eyes of God and common sense—the goodness and freedom of accepting and establishing truth. But how few among the best of us care yet much of any thing for truth, when we are not positively afraid of it? Hence the futility of patchwork reforms on one side, and those that may simply take the materialistic aspect in human development. By the former we refer to all reform movements which would yet leave the social organism under the gangrene of monopoly in natural resources, the most fatal crime of all civilizations so far. By the latter we mean reforms which only take men as masses of flesh and bones, to be kept fat and plump.

Man is something more than flesh and bones. Man should have his full ownership. Thus far, and to-day as much as ever, no man can own himself but in so far as he owns somebody else, and even then we are all yet the slaves of sin. Not

much of any freedom or goodness under that slavery, it seems to us.

Of course, that we have considerable respect for those honest, basic reformers whose aim is to have first a materialistic social reconstruction as a preliminary step to the spiritual one, but can it succeed? Is it not more logical that the spiritual reconstruction should precede the materialistic one? It is only when we have first been searching, and thus established, the kingdom of God and His righteousness that we are promised an abundance of all that is good for every one of us to have.

The writer is so situated as to be in personal and intimate contact with all social classes in the town he lives. The same has he been able to do with other towns, and even cities in different sections of this nation and other nations. Owing to that, we can look at things without the spectacles of class or race infatuation. All over the earth we have been treated by everybody much better than we deserved. That has not prevented us from seeing the selfish, collective under currents of humanity everywhere, among all classes and all races. Our impressions of vivid recollections on the subject extend over a period of fifty years. To our great regret, when we compare present impressions with those of ten, twenty, thirty, forty and fifty years ago, we are forced to confess that the collective selfishness of humanity has been on the increase, taken as a whole. On the other hand, the nobility and high ideals of a few men here and there stand on altitudes which can hardly be measured, when compared with those of the best types in periods gone by. So much have we gained anyhow, but not enough, we fear, to counteract the retrogressive tendencies of the masses and the classes in our nation most especially. Have we not, as a matter of fact, flung our old ideals to the winds in the last three or four years? Have we not plunged ourselves head and all into the miserable swamp of international piracy? Can we expect to escape from having to pay a high price for that?

From all the above, we can see that we are dragged down, as it were, towards

lower levels of materialistic development, all our brain and muscular power being absorbed in the miserable job "of men at the pumps of a sinking ship." The last nine words are from one of the writers in the January TELEGRAPHER. They embody a vivid and faithful picture of modern civilization. The ship is sinking because we don't care a straw for the moral law. To-day, as much as ever, we want to remodel progress by stopping some of the top leaks of the boiler, while letting the bottom leak run loose. The bottom leak is monopoly in natural resources, by which we shamefully rob most men of "the freedom of God's universe."

When humanity, the working masses of nations, have that freedom, they shall take care of the rest. All labor created wealth returns to land, practically, in less than ten years. Quantities of it perish in a few months. Free land to all, on principles of ethics, would then give to all workers the entire wealth of nations in ten years or less, without any bungling process of any forced co-operation more or less at war with ethics and freedom, without the dangerous complications of an oligarchy of governmental clerks.

THE CONSPIRACY OF CAPITAL.

[CONTINUED FROM PAGE 136.]

It was the flower of the capitalistic system of the private and irresponsible control of industry that assembled in the sumptuous offices of the manager of one of the greatest railroad systems on the continent. The forty men who composed the gathering represented the business element of the times in the highest state of development, at once at its best and worst. They had the confident air of conquerors, of men with power and in authority over their fellow men, and the solid, substantial look which success always assumes. The air was not always a noble one, indeed, among many of them that desirable quality was quite lacking; but it was always confident and conquering. And the solid, substantial look was sometimes rather beefy and bull-doggish, but it was always a successful look. They showed in every glance of the eye and movement of the body that

they were alive in every nerve and brain-cell of their anatomy, predaciously alive, that is, as one would perhaps wish to qualify it after a business interview with anyone of them; for the alertness of intellect which they undoubtedly exhibited, whether in lineament or expression, in voice or manner, was rather more feline than benevolent or philanthropic. And yet there were a number among them, indeed, most of them in a way, who were noted for their philanthropy, public spirit and generosity as such terms were understood and interpreted by the civilization of the period which these men represented. But however disparagingly the fact might correctly be stated, the fact remained that intellectually they were active, alert and masterful. They had a broad and comprehensive grasp of all matters that pertained to the business in which they were engaged. They read men as a scholar reads books, with a glance of instant judgment that classified them at once. Men were their tools, their stock in trade, their true capital. And in that sentence lay the secret of their power. Nay, in it lies the secret of all oppressive industrial power. Capital may be said in a general way to be anything used in the getting of what we desire. The capital of the woodman is his ax and the wood; that of the farmer is his land and agricultural implements; the miner's capital is ore beds and tools; the railroad man's is his road and rolling stock; the telegrapher's is his lines and instruments. As long now as the woodsman himself uses his ax, the farmer his implements, the miner his tools, the railroader his cars and the telegrapher his instruments—he is not, strange to say, a capitalist, but a laborer, a workingman. But let the woodsman turn over his ax to another man and use him to chop his wood, and likewise the farmer, the miner, the railroad man and the telegrapher, and each straightway becomes a capitalist. That is to say, a capitalist is a man whose capital is other men. Of course, the accepted fiction is that it is the ax, the land, the tools, the cars and the telegraph instruments in the other men's hands that he is using, but the labor of these men, the men themselves are much more his real capital than the

material things which he places at their use. As men became the users of men, they became capitalists. And as the control of material capital had been private and irresponsible, so it had come about that the capitalist's control of his Human Capital was likewise private and irresponsible. And herein lay the viciousness of the employing system of the times. It was not in interest, not in wages, not in profit in themselves considered, but in the private and irresponsible use of men by men. That constitutes slavery. That constitutes despotism. That constitutes oppression and has constituted them among every race and in every age since the beginning of time and to do it can be traced with the certainty of a demonstration, the downfall and degradation of every government and people that have written their tragic history in the chronicles of time. No human system that deals with humans, whether political, social, industrial or ecclesiastical, can be erected upon that principle without resulting in misery, degradation, slavery and oblivion for the people over whom it exercises its power. The history of the world has been but a history of the vain struggles of men against the inevitable result of such systems.

But the captains of industry, capturers of industry, rather, who were gathered in the council chambers of their confreres to devise a more efficient handling of their "capital" were not interested in the ultimate, inevitable results of anything that went beyond their business. They understood the principle, however, perfectly. They knew that it was men they were using. Money, bonds, stocks, railroads, mines, factories—these were but the outward show, the material things upon which they based their legal claims to men; these were but the wires; it was the puppet slaves at the end of them that they manipulated. They understood that; and the man who did not understand it and act upon it, could never hope to come into their august presence as one of them. The simple innocent who limited his conception of capital to "invested cost" was branded an "incompetent" and promptly "submerged"; and if he did not become a tramp

and a vagrant, it was because the Goddess of Luck that presided at his birth had secured him an humble place in the captive train of some industrial conqueror. It was only the man who could take a railroad, the actual, genuine invested cost of which was \$15,000 per mile, and capitalize the employes and patrons along the line to the extent of \$50,000 per mile, that could ever become a railroad king of those times. It was only the man who could take his coal miners, or his factories or mills and combine them into monopolies and trusts and hook his actual investment of a million on to fifty or a hundred million dollars' worth of human beings, whom he capitalized under the name and style of stock and bonds and listed on 'Change and bought and sold and bulled and beared into helpless slavery; it was only such a man who could ever become a baron or a prince or Napoleon of finance or array himself in the purple and power of an industrial potentate. And such a man was one of the royal gentlemen here convened. And in such a manner had the mighty fortunes which they possessed been accumulated; for it was only in such manner that such fortunes could be accumulated. And why should they not possess them? They were lying around loose, as it were. The industrial system permitted them to be had for the asking; yea, for the picking up without the asking, and why not capitalize the productive capacity of a people and privately control it and pour its revenue into their own private coffers? The law allowed it and the people sanctioned it, and if these men did not take advantage of such opportunities the next man who came along with a highly developed bump of acquisitiveness for other people's property would gather them in and he might be a bad man, who would not be a patriot and philanthropist and friend to the people like as they were. It is true that every dollar of capitalization beyond actual investment meant a day's labor confiscated from some poor unfortunate or mortgaged upon another, and appropriated to the private use of the honorable confiscator and mortgagor; and that such confiscation ran directly counter to an ancient statute that said, "Thou shalt not steal,"

troubled them not at all. The ethical standard of the times which their vicious industrial system had necessarily developed did not so interpret it and their consciences were unscarred by the brutal Anglo-Saxon of the barbarous past. They were scrupulously honest, according to the standard mentioned. Their engagements and contracts were kept to the letter with religious promptness and exactness. They guarded their honor as the gambler his sporting reputation. It might be said, indeed, without disparagement, that the latter's code was the one they followed. They would no more transgress the business rules which they had established than they would steal in a common, plebian way. To filch a purse or to empty a pocket was, to their minds, just about the most unpardonable crime in the calendar. To organize a company with a hundred thousand dollars' capital and issue bonds and stock for a million, was the best passport to their most respectful regard.

There are some people who might regard such mental and moral attitudes as inconsistent, but it could never be discovered that they did. They simply added that much human capital to their money capital; and the dividends squeezed from patrons and employes justified them to the "world" and to themselves. They were honorable men and just and eminently respectable. And they were humane. If they made merchandise of men and women and little children; if they capitalized the wants and necessities of their fellow creatures and exacted their princely revenues from the toil of starving labor that was sinking under the slavery to which the extracting process subjected it; if they did anything that an unrefined person might regard as barbarous, it was never otherwise than in a business way and always in strict accordance with the rules of the game—that is, the system under which they operated. They had the utmost regard for the proprieties. If a transaction was regular and in accord with business customs, that fact settled all other questions in regard to it. No further inquiry was necessary. It was held, indeed, as rather ungenerous or as an evidence of mental crank-

iness to carry responsibility further. And as these men represented the honesty and honor and humanity of the business world, that is, the capitalistic world in its most orthodox development, so they represented its accepted philosophy in regard to social and industrial conditions. The simplicity of that philosophy was as charming as its logic was irrefutable. It could be stated in two axioms: "Whatever is, is right," and "the right" (i. e., the status quo), "must be maintained." Fatalism? Yes. The doctrine of necessary evil was the logical conclusion and these Caliphs of Capital taught it with the most cheerful serenity and untiring iteracy. Poverty was a necessary evil. Of course. And if they helped it along by their business methods, why, those methods were a necessity of the times, and if evil, therefore a necessary evil. Overmuch wealth was an evil. Well, yes, possibly it was; but it, too, could be shown to be very necessary. Whatever was evil in society or industry, in systems or government, in business methods, in business humanity, in business morals, was a necessary evil, to be borne with resignation and fortitude. And they set an example by bearing their share with great cheerfulness. In fact, so complete was their resignation to prevailing conditions that they viewed any attempt at change with a disfavor so distinct as to grow to indignation as the attempt showed chances of success. It was a reflection on Providence to propose remedies; it was impious to repine; it was anarchy to agitate. The reformer was either a degenerate or a natural; either a vicious man or a fool. Their philosophy was the apotheosis of conservatism and they were its high priests. They had built the mighty superstructure of their wealth upon a mountain of massed humanity. And whatever their press fulminated or their pulpits thundered or their courts decreed or their legislatures enacted, it meant but one thing—"keep quiet below there." They represented, therefore, the law and order element. They believed profoundly in maintaining law and order "among the people"; and although they owned most of the wealth of the country, they were always willing to submit to any

amount of indirect taxation to support the Government. But whatever else they might have been—patriots, philosophers, philanthropists, public spirited citizens—above all they were practical men. They dreamed no day dreams, built no cloud castles, wrote no utopias. They speculated in stocks and bonds, but not in the millenium. They operated in shares, but took none in the brotherhood of man. They worked reorganization schemes for railroads and trusts, but none for society or government or industry. They had no sentiment that did not yield a per cent and no ideal that did not declare dividends. They measured reforms by their potential revenues and the practical by that which they paid. They prided themselves on taking men as they found them, but made no reference as to how they left them. They took men as they found them, not to do good unto them, not to make them better, but simply to use them. The man they could not use was a superfluous man and it was part of the practical to suppress the superfluous. Their standard of value was the dollar; wealth was their measure of success, and coin their universal solvent.

CLINTON BANCROFT.

A PLEA FOR ORGANIZATION.

No wage earner who has an eye single to the advancement of his trade or profession and who desires to have such respected and made a factor in the social and economic progress, co-existent with every phase of human advancement today, should longer hesitate to identify himself with that movement which the most intelligent, broad-minded and deep-thinking men of our country consider the greatest, the most hopeful and the most potent sign of the times—brotherhood and organization of wage earners.

Look around you—in your own community, as well as into the marvelous progress everywhere as brought to our knowledge through the press! What should we learn by these object lessons—these wonderful achievements of *organization*—the organization of brains and capital? We may repeat, what should we

learn? Nothing, if not to develop a little more independence, a little more knowledge of the theory of industry and a large amount of determination that before the tide turns and progress is checked, we, who make possible colossal concerns and dividends, will declare our right to a fairer proportion of the earnings which our skill and exacting services make possible.

Organization and combination, the community of interests. These are the watchwords, and if such is taught us by capital, if we are wise we will "better the instruction," and be quick to profit by organizing and asserting our industrial manhood.

Should it not be plain to the slowest thinker that the most gifted Napoleon of finance, the most brilliant captains of industry, would "waste their genius on the desert air," be absolutely impotent to practice their remarkable abilities in building up and conducting stupendous trade systems and corporations without the intelligent, faithful, and skillful services of the wage earner, on whom depends the first consideration of success, for he is the foundation on which rest the great industrial structures and the successful consummation of the financial schemes which at the present day are amassing estates and fortunes "beyond the dreams of avarice."

These facts being established, the question is—does the wage earner receive a just return from the vast revenue which great concerns earn? Does he not deserve a fairer share of it? Would it be wrong, and has he not the right to ask it? If it is not wrong and he has the right, why does he not do it? Will he ever get it unless he wakens to the knowledge of what is his due, how to assert his claim, and arouses sufficient courage and energy to act?

Here is an utterance from a champion of organization, who has studied, thought and worked, as we all should, on this vital theme: "Personal independence is what the wage earner wants, with the privilege of knowing, and the right to inquire, as to what larger share of the products he is able to secure, without detriment to the industrial organization he serves." Wage

earnings, especially railroad telegraphers, need to get this truth, by thought and study, firmly imbedded in their minds and hearts, though it cannot be doubted that the vast majority of that class are sufficiently enlightened on the subject and need only to proclaim and assert through organization their "personal independence," and reap the reward that inevitably comes to those who fight in a just cause, and if the "little telegrapher," as Bro. Fireman Wilson terms him, has not a proper grievance, and many of them, who has? When his hours, his responsibilities, his isolation, his disadvantages, his monotonous service, his continuous daily routine, unbroken by high days, holidays or Sundays, his—but why go on? Ah! But last and also least, his wages. Think of it—you who hold out against the pleadings of those who would help you to help yourselves! With the weight of responsibility parallel with, if not eclipsing that of the engineer, whose wages makes you shrivel in comparison, you are willing to see him standing with his craft bulwarked against any day of evil, while you sit idle, with never a striving after the good things attained by your wiser fellow railroader.

The cause of unionism is especially significant and essential for the telegrapher from a common sense, practical, business, social, economic, moral and humane point of view. There is no shadow of cause for disputing that right is with him or that with truth, intelligence, wisdom and courageous conservatism for his guide, he can win advantages and concessions such as every telegrapher desires who has any creditable ambition toward the betterment of his fellows or personal and domestic profit.

The telegraph department of a railroad may aptly be termed its "nervous system," radiating its anatomy and sending a current of life and vitality pulsating through all its branches, making it the powerful and potent auxiliary and pioneer force of civilization and human progress, and the telegrapher from the very nature of his work must be equally if not more intelligent than any other class of the service, but it is, unfortunately true, that in some sec-

tions at least the operator is sadly lacking in wisdom, in that with the engineers, conductors, firemen, trainmen and other unions plainly in view for object lessons, he fails to grasp the handle of the organization plow and with a determination to never turn back.

The "other fellows" are raised, his hours shortened—he is organized. Telegraphers note it, with a sigh for their own condition, but dream on. Fellow workers, shake off the dream and emulating the wideawake throttle jerkers and the rest, get in your trades union and you will feel more like a man and help other men accomplish ends worthy of all men.

G. A. RICHARDSON.

FROM WASHINGTON, D. C.

This session of Congress is practically over and it is almost certain that nothing can be done to secure the enactment of the Eight Hour and Convict Labor bill.

The anti-injunction bill came up in the House a few days ago and was voted down. It is likely to come up in the Senate before adjournment, but the idea in the Senate is to load it down with amendments which will make it not only useless to the labor people but downright obnoxious.

While it is discouraging to work for years for the passage of a law which ought to appeal to the sense of right and justice supposed to animate every Legislator, yet if there is one lesson which the labor unions are learning more thoroughly than another, it is that labor legislation is apt to be a two-edged sword. The statute books in many states are cumbered with so-called labor laws which either cannot be enforced or will be declared unconstitutional if the attempt is made. This is also true of some of our Federal legislation.

I am not arguing against labor legislation. On the contrary I think labor should demand and receive more and more recognition from the state and national government in proportion as our industrial system becomes more complex and highly developed.

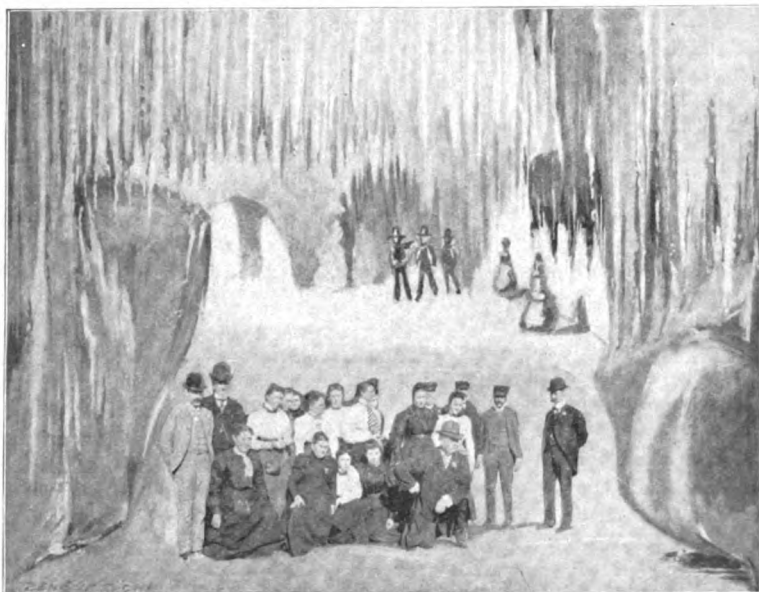
But I think those who have had experience in framing labor legislation will agree with me that it takes some experience to get laws framed and passed that are of any use to us. Instead of feeling discouraged because existing legislation has not done all that we expected, it seems to me that we should look at it in a sensible fashion and make our past errors the basis of future progress.

Readers of the RAILROAD TELEGRAPHER are doubtless familiar with the story of mar-

appear to be good wages, but they neglect to inform the men that living costs about three times as much in the Cœur d'Alene District as elsewhere, and that the mine owners deduct all sorts of taxes and fines from the wages. It seems that the Cœur d'Alene District is still a good place to leave alone. EVA McDONALD VALESH.

THE SWITCHBOARD QUESTION.

Although there has been a great deal said about the ignorance of some opera-



GARCIA CAVES, BETWEEN MONTEREY AND SALTILLO, MEXICO.
Courtesy of the Mexican National Railroad.

tial law and the outrages of the bull pen in Idaho during the past two years.

It was recently announced by the Associated Press, with a flourish of trumpets, that martial law had been revoked and the impression was given that all trouble was over in the Cœur d'Alene District.

The editor of the *Idaho State Tribune*, published at Wallace, in the heart of the district, says that the miners who were imprisoned in the bullpen and those who persist in belonging to the Miners' Union are blacklisted still.

The mine owners are advertising for men all over the country and offering what

tors in regard to the proper handling of a switchboard, there seems to be a need for continual recurrence of this argument. It is particularly aggravating, when there is plenty of wire trouble to come across some apparently old-time operator, who is able to perform his duties satisfactorily otherwise, who is wholly at sea when asked to make some simple patch of the wires. This is noticeable on railroad systems, where the men are required to work for years in some small station. This is not a good excuse, however, for the lack of knowledge in this line that the average railroad operator exhibits.

A few weeks ago a terminal man had occasion to ask one of the "out-on-the-road" men to cut one wire east to another west to use as a train wire, which, after some struggling with the plugs, was accomplished in some inexplicable manner, but the road man was utterly unable to cut an instrument through the patch and the result was that the train dispatcher, already piled up with delayed work, was forced to send train orders to that particular office on another wire in another office. This could have been averted by very little study on the part of the operator in question, and possibly might have proven a stepping stone to some better position, whereas the failure on his part to thoroughly understand a four-wire board was put on his record.

THE TELEGRAPHER has from time to time published instructions in regard to many simple but useful patches on a common board, and though these are discontinued, there are other telegraphic magazines and books of diagrams published, and well advertised, that are a great benefit to any operator who is not well up in this particular branch of the business.

The advantages to be gained by a thorough knowledge of the switchboard are many, and every telegrapher should be entirely familiar with the subject. I wonder if it would be practicable to start the Electrical Department in THE TELEGRAPHER once more? Perhaps there are plenty of new beginners that would be glad of a course of instruction along these lines.

CERT. 453, DIV. 6.

THE PEOPLE WE MEET.

I received a message the other day that read like this: "Go to Du on No. 41 this P. M. and take charge as night operator until further advised." So I packed my little black grip, which contained a pair of socks, a collar and some old newspapers, and when No. 41 pulled in I was the first man to bounce her. I took a seat in the first-class car, which I always occupy when riding on a pass. When I reached "Du" the first man I met was a great, long, red-nosed hayseed, who ran up and

grabbed me in the collar and said: "Oh, yes, dang ye, ye air the man who got my money; come go with me." I gave him a "joe darter" in the chin and he wheeled and struck at me, but I knocked his lick off with my nose. By this time a cop ran up and grabbed me and started up the street, but I "showed up." I don't mean to say that I showed up a good name or proved that I wasn't the man wanted for stealing the old man's money. Oh, no! I showed up a dollar bill and reached back and took from my hip pocket a pint of old rye, which I was carrying for medical purposes, and gave it to the policeman and he turned me loose. I heard later that the policeman had been found hanging to a lamp-post about 12 o'clock that night dead—not dead for want of breath nor neither had he been hung. Oh, no. He was just simply dead drunk. After my escape from the police I went down to the telegraph office and walked in and introduced myself to the day operator and told him my business. "Have a seat," he says, and he reached under the table and pulled out a cracker box. "We ain't got but one chair here," he says. "The company won't furnish but one for fear that loafers might hang around too much." A very good idee," I says. Then he says: "Will you please repeat your name again?" and I told him. "Where air you from?" he says, and I told him. "How much did that suit of clothes cost you?" he says, and I told him. "How much did you pay for them shoes?" he says, and I told him. "Where did you get that hat?" he says, and I told him. "How old air you?" he says, and I told him. "Air you married, may I ask?" he says, and I told him. "How much do you think a man ought to get a day?" he says. Then I broke him, and says, says I: "If you will just wait on me a day or so I will write you up a history of my life." "Oh," he says, "don't think strange of me asking so many questions. I am writing a book on how to live on 10 cents a day and board yourself," he says, "and I thought I'd sorter question you a little to see how you have been living," he says. "I want to see a copy of your book when it comes out," I

says. "You shall have one," he says. Then he reached down into his pocket and brought forth a twist of Hillside Navy and took a chaw and says, "Can you use a mill?" he says. "A little," I says. "What kind do you use?" he says. "I used to work in a sawmill," I says. "And why didn't you stay there?" he says. "I did stay there till the boiler busted," I says, "then I left." "Oh, I see," he says. Then he answered his call and took a train and had a fit. "I do hate to take train orders," he says, "there is so much responsibility on a man when he gets a train order on his table." Just then a train blowed and he grabbed a red flag and ran out and waved it across the track for all he was worth. The train pulled in and when the engineer came into the office to sign the order, he says: "Why did you run out there and flag us?" "Oh," says the operator, "I was afraid you might get by me." "I guess I can see a red board," says the engineer, as he winked at me. I stayed at "Du" five days and the day I left there the sheriff got on the train with a crazy man (not me), but another man a few years ahead of (me and you), perhaps, mishaps, etc. When the train reached "Su" another sheriff got on the train with another crazy man and placed him down beside crazy man No. 1. They sat there looking at each other for awhile, when all at once crazy man No. 1 says to crazy man No. 2: "Whar you gwine?" "I am going to the asylum," says crazy man No. 2. "What run you crazy?" says crazy man No. 1. "Well," said crazy man No. 2, "I lost everything I had betting on the election of Bryan and studied so hard over my loss it ran me crazy." Then said crazy man No. 2 to crazy man No. 1: "Whar you gwine?" "I'm going up to the asylum, too," said No. 2. "What run you crazy?" said No. 1. "Well," says No. 2, "I am a telegraph operator by trade and you know the Southern Railway had a strike of the operators not long ago and I scabbed and ever since I went to work all I can hear is 'Scab, scab, scab.' When I would go home at night my children would ask me why everybody called me a scab and the preacher said at church the other Sunday that he believed that

God would call all the sinner's 'scabs' on the Judgment Day. So it was more than I could stand and the doctors decided that I be sent up to the asylum for awhile." Crazy man No. 1 looked No. 2 right in the eyes and said: "Why, man, you are not crazy; you're just a d— fool." Then the train blowed for my home and I got off.

JAMES WALKER HEATHERLEY.

SOCIALISM INEVITABLE.

In the January number of THE TELEGRAPHER W. E. Brokaw, writing under the heading of "Equity or Equality—Which?" in a rather lengthy article attempts to show us a flaw in the "equity" of Socialism. In the first place, the good brother shows a woeful lack of the knowledge of the true principles of Socialism, which in his case is undoubtedly—as we find true in almost every instance, where there is an objection to its teachings—viz., the prejudice within them, which even if they are studying the latest works on Socialism, keeps them from a full and true understanding of its real import. Not until we can grasp the sublime thought and are broad enough to stand, are we fully guaranteed that we appreciate in its true light the unrivaled beauty and matchless practicability of Socialism. Brother Brokaw says: "The fact that all human beings seek to gratify their desires with the least exertion, can be universally verified, that it is an established fact in physics that motion follows the line of the least resistance and that man in his physical structure, at least, is a mode of motion." Yet he would not have society combine for the elimination of labor, by the use of improved machinery, etc., for it is evident that society individually cannot own and operate gigantic and expensive machinery, but even if it were possible how could it be done with as little labor as is possible under constantly improving methods, for even now we can see that labor will be eventually greatly eliminated, if not practically abolished by ever improving co-operation. He says of the single tax: "Each land holder would be taxed just as much for holding his location idle as for

putting it to its best use." Would this be freedom? It would seem to me that in so far as freedom is concerned in this regard, we have more freedom now than that. I own a small piece of land; no law says that I shall pay the same tax on it idle; that I should have to do if put to its fullest capacity; it might be to my personal pecuniary interest to cultivate it, but no more so in one instance than the other. But since it is a question of "freedom" that our brother is advocating, we will stick to our text. Now, as to his "chestnut" story. Let us say, for the sake of easy calculation, that there were 125 shocks of hay to be turned by the five boys—25 shocks each. If so divided, how then could the lazy or less competent individual avoid his full duty? And why the same method in gathering and dividing the nuts? Say there were five bushels; each boy would gather an equal amount, regardless of the difference in the yield of the trees; if the exact total yield could not be ascertained before the crop was gathered, why not each boy gather an equal measure full (an equal amount) until finished? The more ambitious or competent would not be compelled to wait on the lazy or less competent (under co-operation, as I will illustrate later on), but they that failed to do their full duty would be dealt with accordingly. But all this talk should be unnecessary; it does not illustrate the objects of Socialism. Undoubtedly Brother Brokaw has already asked himself the question, "But where is the benefit to be derived from to the boys by co-operative effort?" "Is this all that Socialism will do?" etc. Suppose a machine was to be had by which one boy alone could with its use turn in a given time, as well or better, as much or more hay as all five could by individual effort. Why not do so? More time for recreation, study, or other work, etc. Brother Brokaw says: "That all men will ever unite in common ownership and control of everything is simply preposterous." Let us see. We are as a nation united in the belief that the Postal Service is being better conducted by the Government (supposed to be the people) as a whole, far

more toward the equal justice and freedom of the whole people than if under individual or private control, even under our present corrupt system of laws and law-makers. But under Socialism there would be no gigantic swindles by railroads or other boodlers as at present. But the brother will say: "This is only one instance." Very well; I am giving you an illustration of proof that we are united upon the one question, in which all are agreed upon its success, equality and freedom. The only thing that prevents it from being faultless is the present too much one-man power. Can you point out to me one instance wherein the Government has failed in such an undertaking in any industry? Dick Drummond, writing in the same (January) number of THE TELEGRAPHER under the heading, "A Defense of Socialism"—to which article every true Socialist will say amen), well illustrates the "equity" and equal freedom of Socialism. He says in part: "The scientific Socialist has no cut-and-dried theories regarding the details of the new order. He has a few broad principles, which he knows to be just and right, and he believes that they should become a ground work for a reconstruction of industrial relations between men. His corner stone is justice. His first work is to create a desire and a faith in the hearts of the people for better conditions and to show them that these conditions can best be realized through co-operative effort. He is perfectly willing to trust to the intelligence and fairness of his co-workers for the details—when once they have caught the spirit of the movement. To throw a slur at a co-operative colony, to raise an objection to an imaginary system of despotism, is not to answer socialistic logic." Now, Brother Brokaw, and all who may read these lines, take your January TELEGRAPHER, turn to and read his article on to the close and *you* may catch the spirit of the grandest theme of the ages. But for fear some "doubting" Thomas may wish to go still farther, to thrust his very hand into its side, and ask for an individual idea, or a plausible theory, I would just say that every one will be required

to do his or her duty (the one word covers all), no more, no less, simply his duty toward himself and society, just as any corporation or the public, the Government, or the people, who will then really be the Government, require service now, and refusing or failing would be punished by enforced idleness, or otherwise as a majority should decide. It stands to reason that only justice would be meted out, for a law would then really be made for yourself and yours, equally as well as for another who might break it. Thus we see that it must needs be all would share mutually of the benefits of the highest intelligence and equal justice. As to the less competent individual or the lazy, Socialism says: "Every one shall receive the full product of his or her toil. (About \$10,000 per year, in labor products in any form in which labor fashions its skill. Its motto, "He that will not work shall not eat," or "everyone according to his deeds." It is only they who do not know what Socialism really is that object to it. Socialism is going to prove no less a blessing to the rich than to the poor, but those opposed to justice will never be convinced of it until its ushering in. The wily statesman or capitalist will not openly meet the Socialist in debate, for he realizes, whether you do or not, the indisputable practicability of it; thus his only method of defense is through misrepresentation, etc., but he makes a mistake (for capitalism) by referring to it at all, which he does at times simply through sheer fear of its power—this fear sometimes causes him to be indiscreet and to use abusive tactics, which can eventually but act as a boomerang, for it calls the attention of the people to the meaning and doings of Socialism, which is exactly what Mr. Capitalist most dreads and wishes to avoid, for in nine cases out of ten if thorough study be given the question it will turn out a full-fledged Socialist. I speak from experience. These facts alone should cause any thinking, reasoning man to investigate it thoroughly and without prejudice, for he should readily see that what is now to capitalistic interest is to the workers' detriment and one of these days he is going

to see it, and that in the near future, for if nothing else will make some of us see, compulsion will, and when we all do see it we are to know a new heaven and a new earth. It has the wrongs and the push of centuries, ay, of all time behind it. Its ultimate coming is as irresistible as the flight of time or the revolving of worlds in their orbit. Brokaw seems to be somewhat of an Anarchist in his beliefs—the Anarchist believes in no law—but he is far ahead of many of the lawmakers of our land, for he does believe in equal justice while they do not. The Anarchist is wrong, as is Brother Brokaw—only in his theories, only in his beliefs. The good brother would apparently have us go back to the time or methods of the scythe and the flail. Of course, he would object to this interpretation of his ideas, but if we would stand still we must retard—there can be no neutral ground, no half surrender; we have arrived at the parting of the ways; we must either choose the path to the right or the one leading to the left.

Brother Brokaw says, quoting from the greatest philosopher of our time—Herbert Spencer: "As liberty to exercise the faculties is the first condition of individual life, the liberty of each limited only by the like liberty of all, must be the first condition of social life!" But the Socialist does not object to that declaration, he approves of it. Perhaps Brother Brokaw is not aware that Herbert Spencer also says of Socialism, after its ushering in: "The wonder will be that such a system as the present could exist."

Ah, I tell you those are mighty words, coming as they do from the King of Thinkers, for Herbert Spencer occupies in our time the position occupied by Aristotle in his day. The Bible and Aristotle were once burned—some would now do the same with Socialism—but of what would it avail them? The hand of the Almighty of Equal Justice cannot be forever withheld. But philosophy, dear reader, is not going to answer the demands of the people of this the Twentieth Century. Philosophy? What is it? Verily, I say unto you that Socialism will one day be recognized by the world

as the open door to all philosophy, but positivism is being demanded now, and is going to be had. Truth and the undisputable proof with it is going to be had, and science is to give us both, for it is probing all theory, it is reaching out and upsetting all narrow creed, its field and power to work is limitless.

"For man has laid his scepter on the stars,
And is peering into the face of the Infinite."

Creeds are just what our editor, Brother Perham, shows us they are, in the January TELEGRAPHER, under the heading of "Gleanings." It says:

"We should allow no creed to hinder us in our acceptance of truth. Creeds are only statements of truth as the writers saw it. Had the same writers lived in a later age, in the light of new discoveries, they would have made new statements."

I would that the world might realize the truth of it.

Some of the argument (?) that we hear now against Socialism will one day sound as ridiculous as does now the argument that was advanced by some people at the time of the advent of the steam engine in railroading. History, even our old school histories, records that some objected to railroads for the reason that the engines would retard agriculture by frightening the draft animals on the farm.

In the light of new discovery under modern science I am constrained to exclaim with Ella Wheeler Wilcox, when she says:

"Faith is not dead, though priest and creed may pass,
For thought has leavened the whole unthinking mass,
And man looks now to find the God within,
We shall know more of love, and less of sin, in this new era;
With awe I wait, while science leads us on,
Into the full effulgence of its dawn!"

I wish that every member of our order would take his January TELEGRAPHER and

carefully re-read the editorial on the first page; perhaps it may set you thinking, and to think means to act. Then turn to page 34 and read the poem of "The Sower," by Edward Markham. I am glad our editor saw fit to publish that. I think it one of the grandest things I ever read, and I pity he who cannot see beauty and real significance in its every line.

The January TELEGRAPHER is to my idea the most beautiful, from an artistic standpoint, ever gotten out. I congratulate our editor, Brother Perham, upon the beautiful design, its something to be proud of. And I think the boys will all back me in saying, We have a journal second to none, as ably edited and well gotten up as is published by any railroad organization. When it is so well deserved I do not see why our editor should not receive some encouragement occasionally as well as ourselves.

I am glad, indeed, to see a constantly and ever increasing interest in Socialism in THE TELEGRAPHER—and all of the other labor journals. I am glad that they are thus open for a free and impartial discussion of "the question of the age." I only wish that the people might look upon the corrupt conditions existing today in our Government, as a nation, as they are, and that for one brief instant the curtain of the future might be raised, allowing us to look upon the picture of the near future as it will appear under the God-given direction of a Social Democracy, the inevitable commonwealth, and our present system of wholesale legalized murder, robbery, and corruption would not last a moment. I cannot understand why it is that some of you noble hearted labor people will persist in scabbing at the ballot box. Socialism is our only future hope, but whether you will see it and aid us or not, it's coming, let the truth ring in your ears, coming. Let us, then, brothers, unite, heart and hand for its ushering in and speedy adoption, nor lay our armor down until mankind everywhere, the human race, shall have reached that grand stage of human perfection possible, approaching the ideal; the earth released from thralldom, the final brotherhood of man fore-

told realized, reaching from pole to pole around the globe, enveloping the world.

A WORKING SOCIALIST.

"HOW TO SUCCEED."

Answering a series of questions by E. R. Cram of Smelter, Mont., published in the RAILROAD TELEGRAPHER in January, 1901, reading as follows:

(1) "What is the best way to keep up interest among the members of a system division?"

(2) "What is the best way to secure a large and regular attendance at meetings of a local division?"

(3) "How can we reduce the average cost of securing new members? It should not cost us over a dollar for each dollar collected, as at present."

(4) "What legislation does the telegrapher most need, and how shall it be secured?"

The writer, now serving his twenty-first year in telegraphy, with one of the leading railway systems of the United States; a reader of THE RAILROAD TELEGRAPHER, a promoter and sympathizer, though not a member of the O. R. T., understands the advantage, from a point of simplicity, in dividing one great question into four distinct parts, for we find in the first part that interest is desired; in the second part, attention is desired; in the third part, economy is desired, and in the fourth part, we find that aid from outside sources, and the way to obtain it, is desired. Therefore, the one great theme is, "How to succeed."

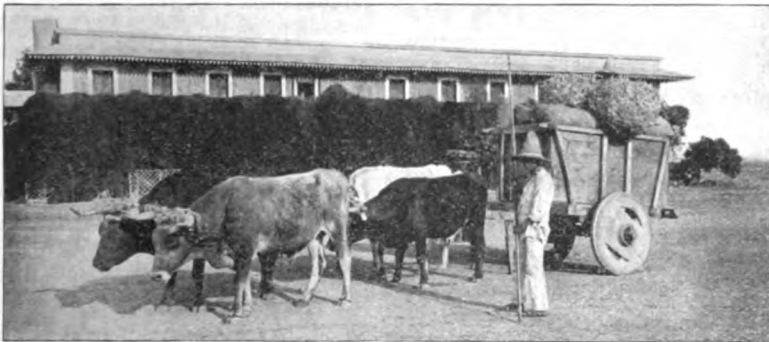
The first thing that would seem essential to our success is the removal of any impediments that may have been thrown in the way of the officers of the order, from whatever source they may have come, and the uniting of every effort on the part of all telegraphers throughout the land, to co-operate with our leaders. This done, we find ourselves in harmony, encouraging the publication of THE RAILROAD TELEGRAPHER by sending at least one copy each year, free of charge, into the homes of married and other deserving telegraphers, who do not seem to be interested. They may be-

come subscribers, or they may at least become our friends; and quietly, if not publicly, contribute in some way to the aid or support of the order. From a business point of view it may seem to the reader that this could not be done, on account of lack of funds; but we should remember that in time of war there are ways and means for meeting emergencies; and as we continue our fight for freedom and justice, let us not forget that passage of scripture reading, "Whatsoever ye would that men should do to you, do ye even so to them," for the value of its meaning has protected it and allowed it to pass down to us through ages. In this, we are taught to comprehend that, as we help others, so may they also be able to help us. There are hundreds of telegraphers throughout the land that may be interested, but not to the extent that they would be willing to suffer demotion or run the risk of getting discharged because of having attended a certain meeting. If we would succeed, we must remove opposition and secure a certain freedom for those that are interested.

An abundance of work in the office, there are but few telegraphers who have time to write during the day, and fewer still, like the writer, who is at this moment using a midnight hour, after a hard day's work, for the preparation of this article, with the hope that it may reach and interest some telegraphers who are not now manifesting the interest necessary to entitle them to certain benefits that they may obtain sooner or later through the untiring efforts of officers and members of the Order of Railroad Telegraphers. Let us be up and doing and we will inherit our gains honestly. The matter of economy suggests the opening of our homes to traveling officers, whose expenses we have to pay; and by entertaining them in our homes we not only save hotel expenses, but we become better acquainted with each other and we find ourselves in a position to interest our wives and daughters, who may eventually be able to organize "Ladies' Aid Societies" and by means of entertainments and social suppers establish a revenue, to be divided between local and higher orders and used for the spreading of the

good work throughout the world. This accomplished in towns and cities where there are but a few telegraph operators, light and heat would be furnished in the "Meeting Hall" by the ladies (our trusty messengers), while the "Old Pilots" remain at their posts till relieved by the night men, or while they voluntarily remain on duty to permit the night men to report, where supper would be ready and waiting and wife and daughter enwrapped in glory, over the thought that, after years' of waiting, papa has at last found it possible to tear himself away from the instruments long enough to go somewhere. The telegraph operator would then be the cen-

who are held personally responsible for their investments. These investments, like the blood of the human system, must be kept circulating through the heart or official management in order to keep alive the friendly or hostile monster that gives or takes from us certain privileges necessary for our existence. We must, therefore, endeavor to help the railroad officials to maintain their organization, rather than to seek derangement through strikes or otherwise; and when they once look upon us as being capable of organizing and maintaining savings and loan associations, and when they find that telegraph operators are looking to a higher plane in life, with am-



FARM WAGON, HACIENDA NEAR SAN LUIS POTOSI, MEXICO
Courtesy of the Mexican National Railroad.

tral figure of the occasion, as a preacher is in church, or a teacher in a school room; and being in a position to encourage advancement on the part of the public, he learns to know them and the public learns to know him and his; and the trunk checks, railroad tickets, telegraphic messages and freight bills are all forgotten by papa and everybody else; while he shakes hands with this one and that one, and feels that he is at last a creature recognized as a man among men. This is the way to ascertain what kind of legislation the telegrapher needs, and it is the way to seek it and to be successful in finding it, if it is needed.

I say "if it is needed," because this is also the way to seek recognition by the officials who represent the capitalists and

bitions to own their own homes, they will, from a point of necessity, be forced to discard the idea that the average telegrapher spends his surplus funds unwisely and often through drink or otherwise unfits himself for duty. The theory or practice of keeping wages so low as to allow no surplus funds to remain in the hands of telegraphers, after paying their necessary expenses, will not be looked upon with the same degree of wisdom when it is known that we have adopted new and successful methods; and legislation, if it is needed, may then be sought through our employers, who hire us and pay us wages, rather than through the public, whose clamor for cheaper fares and lower rates seems to be growing more loud and incessant with every rising and setting of the sun.

As the heathen in the wilds of foreign countries are being reached and converted by a people thousands of miles distant from them, who have to depend largely upon the benevolence of disinterested persons for their support, surely we ought to be able to adopt measures that will reach those of our number, who at our elbows lie.

O. M. RUNKLE.

EQUITY OR EQUALITY—WHICH?

Under the above caption Mr. W. E. Brokaw in the January number, 1901, TELEGRAPHER, discusses the question of economic freedom. Mr. Brokaw is a single taxer and believes that rent absorbs all surplus wealth over a bare subsistence to the producer. He therefore proposes to bring about equality of opportunity by taxing away the economic rent value of land and the abolition of all other forms of taxation. There are certain industries that he classes as "natural" monopolies, in which the law of competition does not work. Such monopolies he would bring under public control and perhaps operation. All the rest of the vast field of industrial activity he would throw open to the free play of unrestricted competition. He believes in the absolute right of private economic initiative; the right to privately own and operate the tools and instruments of production. He is very severe on Socialism because it would abridge that right, and demands, with Herbert Spencer, that "All men shall have freedom to do as they please, provided they infringe not the right of others to do the same." This is what he calls economic freedom, the reverse of this would be Socialism—economic slavery.

Now, as a Socialist, I wish to say that I accept this definition of economic freedom, but shall try to show that private ownership of the machinery of production violates absolutely the equal freedom of all others to own them and share in the benefit of their use, and that equal freedom can only be assured by their common ownership. Mr. Brokaw will contend that land is the real "fundamental" monopoly; that land is limited in area and cannot be increased. That, on the other hand, wealth or capital being the product of labor ap-

plied to land can be increased indefinitely; that with free access to land every member of society could apply his labor direct to land and produce his own machinery of production, and that, consequently, the talk of monopolizing machinery is a mere socialist bugaboo, which excites only the laughter of every intelligent single taxer.

We Socialists oppose the private monopoly, both of land and capital. But of the two, we claim that the monopoly of capital is the greatest cause for the oppression of labor—the denial of that "equal freedom" about which Mr. Brokaw prates so learnedly.

Socialists claim that the change from the small to the large system of production makes it impossible for each individual worker to own the new and improved tools of production, and that their ownership by a small class of capitalists compels the toolless workers to accept a subsistence wage or starve. To prove this I offer the following concrete illustration.

Imagine a society, say of seventy-five years ago, before the era of large production, in which the single tax was in effect. In this society absolute free trade would prevail, all public revenue would be raised by a tax on land values that would absorb all economic rent. (By the way, I hope Mr. Brokaw will not contend that this is a fancy picture, not sufficiently realistic to base a sober illustration on). In this society, let us suppose that 100 shoemakers working at their individual benches, owning their own tools individually, are able to supply the demand for shoes, from the sale or exchange of which they were able to obtain the average standard of living of their class.

One of the shoemakers, having a head for mechanics, invents certain machinery, which, when operated by steam power, will with the labor of 40 men make as many shoes as the 100 shoemakers formerly did, and at such a reduction in cost as makes competition by the handworkers impossible. So one or more of the shoemakers having the necessary capital, build a shoe factory, put in the necessary power and machinery, hire 40 of the shoemakers and proceed to supply the demand for shoes.

So far there has been no infringement of the law of "equal freedom," but the Socialist here asks what is to become of the 60 shoemakers thrown out of work by the private shoe factory? "Oh," says 'Equal Freedom,' "what is to prevent the other shoemakers from starting rival factories and competing freely for a share of the trade?" Sure enough! So a few of the idle men start a rival factory. But the mere starting of another shoe factory does not increase the demand for shoes, one does not buy a new pair of shoes every time a new factory starts. So that 40 men, whether in one or two factories, still supply the effective demand for shoes. If the second factory is better managed and can make shoes cheaper than its rival, it may drive its competitor out of business, and having done so, it may become a monopoly and raise the price of shoes. Or, it may succeed in dividing up the trade with its rival. But as double the land and capital is now required to produce the same number of shoes, the price must be raised so as to make adequate return on the increased investment. But free competition still prevailing another factory is started, which does a share of the business for awhile, and as three factories cannot be operated as economically as one, it now requires 60 men instead of 40 to supply the demand for shoes.

Here is the labor of 20 extra men and the cost of two extra factories that must be taken into account in fixing the price of shoes, and an extra raise in price is necessary. Then commences fierce competition for the largest share of the trade, and wage cutting and consequent strikes take place, until finally one of the factories becomes bankrupt and the other two form a shoe "trust," close down two of the factories, discharge 20 men, and lo! competition ends logically in monopoly. There are now 60 idle shoemakers; what are they to do? "Why," answers our cheerful individualist, "go at something else." So a few of the idle shoemakers apply at a hatter's for work, but are informed that a new machine, recently introduced, is displacing many hatters. Others tried a printing office (a good shoemaker can, of course,

learn to set type in a few days), but are informed that a linotype machine was displacing one-third of the printers. Everywhere they applied they were told the same story—new machinery was displacing men. But, the land! We will "back to the land!" the last and safe refuge of the single taxer. So a number of the idle shoemakers, hatters, printers, et al., take up each 160 acres of land, paying its economic rent value, say one dollar per acre, to the community, and proceed to make an independent living, selling their surplus product in exchange for the many commodities they do not produce. But along comes a chap with a good business head upon him and plenty of capital. Instead of taking up 160 acres he takes up 16,000, paying the same rent per acre. He buys the latest improved machinery, hires the minimum number of men during seed time and harvest, discharging the men in the interim, and proceeds to produce the staple cereals at one-half the cost of his smaller competitors. Here, as in the shoe business, the large system of production inevitably drives out the smaller.

The wealth of the capitalist owners of the means of production increase by leaps and bounds. Thousands of the displaced workers find work as lackeys and flunkies for the capitalists. The men become cooks, house servants, coachmen, valets, etc., while many of the women find employment tending poodle dogs, while the furniture trade is boosted up by the demand for costly caskets to bury the poodles when dead.

This is the result of private ownership of the tools of production. This is what Mr. Brokaw means by "equal freedom," the right of economic initiative. This is why he dislikes Socialism, because it interferes with the "equal freedom" of a few to rob the many through the monopolization of the instruments of production. This is what Socialists mean by the monopolization of capital, and why such monopolization is inevitable under private ownership, and why they contend that "equal freedom" can only be attained by the common ownership of the means of production and distribution of wealth—in other words, industrial democracy—Socialism.

W. H. STUART.

FROM THE BAD LANDS.

Now, will Dick Drummond be good? I defy him to get back at Brother Hiller this time, for he cannot tell for the life of himself, neither for any other man's life, what he is trying to tell.

I am always pleased to run across a man that is opposed to Socialism, for it is lots of fun to do them up, and they are getting scarcer every day. I think that Brother Hiller should come up here and work on the Great Northern and I think so because I think if he worked about seventeen hours every day, including Sunday, for four or five years, as I have, he would be a good Socialist. Socialism needs no defense. It is impregnable. What we must do, is to show the people how foolish it is to fight against their own interest. Don't tell me that it is no use to try to teach them anything. I know better. I have been educating some of them and they learn quick. You just try it. Here is a recipe that I have used with good success. One copy of the "Appeal to Reason," once a week, supplemented by frequent doses of such pamphlets as, "Why Workingmen Should Be Socialists," "Wanted, a New Conscience," "The Parable of the Water Tank," "Socialism," and lots of others like them. It will not fail except in cases of extreme ignorance and depravity, which happily does not often occur among people that have sense enough to and have to work for a living. It will hardly ever work on bankers, or on any kind of a corporation official. Neither will it do good work on those drawing fat salaries out of the people. This is on account of the extreme gall possessed by such individuals. Those directly dependent on the capitalist for employment cannot be reached with any ordinary course of treatment. I have tried this on a dozen working men and it has not failed in a single instance. I am frequently asked for the treatment and have established the uniform rate of 25 cents for the "Appeal" for one year. This alone has cured many cases of *de vote ignorantis*, which is more deadly than *appendicitis*. In some cases I have given a treatment free, and later had the patient call on me and

insist on paying me and buying two or three more treatments for his friends.

One of the boys called me up the other night and wanted to know if that Girard man would take an express money order, and told me he had the price of eight treatments, which had been given him for the sake of enlightenment. This same man had taken the first dose not more than three weeks before, I having prescribed the "Appeal."

Well, if this misses the waste basket, I will come again and tell you some more about this wonderful medicine, which cures the dreadful craving for competition.

CERT. 2724.

"TWO DISTINCT STRUGGLES."

It is lamentable to note how hard some people try to get up a growl when they have nothing to growl about, since "in casting about for a text they are somewhat embarrassed at not being able to find anything more appropriate," etc. The writer of this article does not seek notoriety or even popularity in assisting in filling up the pages of THE TELEGRAPHER with his crude thoughts. And when he writes it is not for the purpose of putting any one to shame, or for the purpose of ridiculing their thoughts, ideas or philosophy; nor does he believe himself to be peculiarly possessed of the "faculty of drawing false conclusions and erroneous inferences from well-established facts of history or science." He makes no conscious attempt whatever to mislead or appear erudite or pedantic. He simply endeavors to reveal truth as he sees it, and if he does remind the sage of "nature's cruel laws, which are familiar to every school boy," he needs also to remind a particular sage that he himself does not know it all, and that there is no "philosophy" in repeating in every paragraph the name of the person whom he apparently does not care to understand.

Brother Hiller neither "confounds nor confuses these two distinct struggles and endeavors to reconcile us to the one by showing the necessity of the other." The fact of the matter is that the "two distinct struggles," the moral and the physi-

cal, do exist, and they are as inseparable, the one from the other, as an organ of the body and its function. The great trouble is that some people endeavor to draw the line and *make* "two distinct struggles," and the fact is that they make a failure of it. The "unnecessary" struggles imposed by the employing class are not artificial and assumed, but they are just as natural as that of being philanthropic. We cannot turn aside from nature. The rough billows of the sea which destroys a vessel and carries all on board to the bottom of the ocean, is just as natural as a "sea of glass," which carries the vessel to port when its cargo is safely discharged.

Charity, if exercised without regard to human nature and economic law, is destructive of good; and love, the fundamental principle of all good, is one of the surest means of ruination when exercised without regard to the fundamental principles of good judgment. If the employer imposes harsh conditions because of his depraved moral character he does it because the economic condition permits him to do so, and when we put the two together, where the "artificial" comes in we fail to see.

In dreaming of the hardships, cruelties, oppressions and wickedness with which we are surrounded and afflicted, some are frequently and others almost continually carried away with sentiment and imagination, the outcome of which is exaggeration, and they would reduce all things that they would approach to that point of view. All industrial organization becomes a hardship—chains to enslave the people. Government is purposely shaped and formed to oppress the poor and the uninfluential. Regulation of any kind becomes oppression. Luxuries, conveniences, comforts become vices. All pleasures wickedness, and their ultimate conclusion is that all could live in ease and affluence; especially if the few millionaires would but distribute their wealth gratuitously.

The one aim, object and purpose of life is to live till we die. The fundamental purpose of man on this earth is to employ his time in sustaining life and getting as

much enjoyment out of it as possible. To this end society is organized and man has no use for time but to employ it. We may apply ourselves to the construction of a mechanism, or to service, or to leisure, and where people are organized and civilized all their time is employed to some useful purpose. Recognizing this fundamental principle, it should be our everlasting purpose to make all things work together for good and to the elimination of all evil.

No sensible person will deny that our civilization and societary organization are imperfect, nor will they claim that all things are perfection personified, nor say that mistakes are not made, or that it is possible that all mistakes could be avoided, nor will they deny that things could be infinitely better, if it were possible to make them so.

The general policy of the people is to be honest and deal fairly, and the general policy of the overwhelming majority of individuals is to have an upright character. If the people in business do not deal fairly they will soon find their business leaving them. If corporations raise prices, squeeze the public, they will soon find the economic law setting in and some other corporation competing with them and profiting by the other's mistakes, or else the public will find a substitute for the product and the corporation by its own act will bring about an economic boycott. If an individual has not a good character he will find himself without friends when he needs them most. To deceive ourselves by trying to make ourselves believe that everything is but one way and that there are no two ways about it, is sheer folly.

Man is a complex being. He is neither all ethical, all sentimental, all moral, nor all commercial. He goes to church for spiritual comfort; he goes to work to provide physical comfort. He goes to the ball game, the theater, the races or even the beer saloon for social comfort; and his life goes on in a ceaseless round of employment. The coal miner will never be relieved of the repugnance and dangers of going into the bowels of the earth until we cease using coal. Trainmen will never be relieved of the liabilities of run-

ning over the road until we cease to use railroads. The telegraph operator will never be relieved of his monotonous work so long as he is confined to the business. Nor will any of us cease to abhor the repugnance of doing all that we have to do to keep life within us and our bodies in a healthy condition.

Why, then, should we not fight the good fight? Why should we not struggle against the evils which are on every side of us and which will surely overwhelm us if we cease to struggle? Each and all of us could do a little better. But we find some sulking in their tent, and others asking, "What's the good" of putting forth any effort? We find some taking what does not belong to them—taking too large a share, and others reluctantly yielding to others what is rightfully theirs, and we find the general law in operation everywhere of keeping what one has, getting all one can, and giving up as little as necessity requires. Even nature, as lavish as she is, gives up nothing without an equivalent, often yielding at great cost and always at cost.

It costs money, time, energy, ambition and brains to organize our industries, and it costs the wage earner to keep himself in fit condition to do profitable service in these organizations and he needs to reap a proportionate share of the products to enable him to bear the cost. It is to be lamented that we must struggle to secure the cost, but the wage earner struggles no harder to secure it than the organizers of industry to secure their cost in the maintenance and development of the industries. This struggle is the order of nature, and whether we like it or not, we are bound to accept it, and it is as well—if not better—that we take it cheerfully, for there is no way getting away from it and the harder we struggle and the more we help, the lighter the burden becomes.

The writer favors capital no more than he favors the wage earner, and he is as progressive as any man dare to be, but he certainly believes in keeping in beaten paths which have proved to be efficient, and which are more efficient than suddenly

turning aside into some new course, untried, untested, unproven. Nor does he approve of the methods employed by capital any more than the methods employed by the wage earner in their struggles to secure a share of the exploitations of nature. One is as essential as the other, and one is as much dependent as each is upon the other. The only difference is that the capitalist or employer has the first handling of the proceeds and the employe is dependent to a large extent upon his pleasure. The problem is, some means to balance the power of "pleasure." And greater efforts have been made within the last 50 years to solve that problem than ever before because of the expansion of industry, the means, methods and modes of production that have come into use, and of the growing intelligence of the wage earner as well as his growing needs and power of consumption, and means have been suggested towards that end in the matter of systems, notably that of Comte, Blanc, Marx, Owen and—"Drummond," which are historical failures, either in theory or by actual practice. Still we live and prosper. Commerce has extended, industries evolved and developed and where a few years ago a man, much less a woman, had but small choice of a means of livelihood, there are now hundreds to choose from. And with all this wages have increased, the dollar has appreciated, the wage earner has more comforts than ever, which has consequently increased his cost of living.

Nor does this mean that we should sit down and leave the old chariot to roll along of its own volition. When the wage earner has sense enough to go into the organization of his craft and when he ceases to be so short sighted as to be unable to see that his contribution as dues to the organization has a far-reaching influence which indirectly touches him, though he may not feel it directly, and when the organizations learn more to do business on business principles, there will be an effective balance of power to the greed, oppression, long hours of service, low wages and miserable conditions imposed by the capitalist-employer.

Capital and labor are one, and their interests are identical, and the two "dis-

tinct struggles," man and his service, are one. When the service of the man is employed the man goes with the service, but the unfortunate part of the matter is that the employer takes more care of his commercial interest than he does of humanity, leaving humanity to take care of itself, and while he holds the vantage ground he takes

advantage of the helpless condition of the wage earner. Herein lies the secret of all kinds of organization. "God helps those who help themselves," and God help the man or woman who does not help themselves. Their success lies in self-help as much as in the help from sources outside of themselves.

S. W. HILLER.



FRATERNAL

"Leading a Dog's Life."

"I don't know what you think about it," as McKinley says, but I'll tell you what I think about it, this "Leading a Dog's Life" has got a thundering sight more in it than most people imagine. I'm a dog myself and know whereof I speak; though I dare say that some dogs lead a much more pleasant life than others; for instance, a millionaire's pet, or a butcher's dog. Ah, me, what would I not give if I was only a butcher's dog.

I started in life wrong by killing a cat when I was but a few months old, and I've been pursued ever since by the inevitable seven years of bad luck. Never kill a cat, because if you do you might as well stand in front of a first-class passenger train while they are going at the rate of seventy miles per hour, and let it strike you the gentle tap that will end your earthly career. You'll never know what touched you and you'll be a darn sight better off in the long run. That's my view of it, and I'm sure you'd look at it in the same light if you'd have to go through with what I have.

I was born at a very young age (with apologies to David Copperfield for the expression), and came from a family of seven handsome bull pups. Most of the time up till I was six months old was spent in scrapping for my daily bread, a duty in which your humble servant usually got the worst of it, this on account of my good nature in always giving away to my younger, or older, brothers and sisters. We never was quite able to determine who was the oldest or youngest.

At the age of seven months I was cruelly separated from my mother and the children, and taken from my native home (a store box in a coal bin) by a very kind lady, to a place called Marion, Ohio—something, a city located on the banks of the Erie railroad. Of course it about broke my heart to be taken from all my kith and kin, but our mother had taught us that that was the way that all pups eventually went, so I made up my mind to grin and bear it, as the saying goes, still I hated the idea of being sold for 60 cents, a regular bargain counter price, though I remembered that my purchaser was a woman.

From the conversation that ensued when the sale was made, I learnt that I was to take a ride on a railroad, and I began to feel faint right away, as I was dead afraid of being put in a baggage car where the baggage smasher could drop a convenient two hundred-pound trunk on me. My fears were useless, however, as when the depot

was reached and the train came in, the lady took me by the nape of the neck, shoved me under her somewhat lengthy cape, and walked in the car as unconcerned, and as if there never was such a thing as a dog.

When we reached my new home I was turned over to a real handsome little boy, about six years of age, and the very first thing he done was to give me a crack over the head with a stove poker just because I couldn't turn a flip-flop in the air on my ear. That golden-haired darling would pick me up by the ears and make a whirligig out of me and kick me for protesting. In considerably less than 24 hours I wished I was in dog heaven. Say, I wish I could get hold of that innocent faced youth now, since I've reached my dog-hood majority, I'll bet a twenty dollar treasury note, gold, that he would go around on crutches the rest of his natural life, and take his meals for many a day without the service of a chair.

The first month I was in that house I had the infinite pleasure of being thrown down stairs thirteen times, dropped into a cistern to see if I'd drown, had part of my tail cut off with a pair of scissors, and—I don't remember just what all did happen. One day I got so infernal mad that I jumped on a little kitten, another inquisitive play-thing of mama's pet, and put it out of its misery in two winks of a mosquito's eye. I knew that I had done a good thing for the kitten, but it proved a disastrous thing for me, for in one minute I was in the grasp of Willie's papa, and what he done to me was certainly a plenty. Say, when I landed out in the middle of a brick-paved street on my head, I felt and looked like I'd been run through a Huber threshing machine. When I came to. I got up, took my bearings, stuck what was left of my tail behind my legs and started down the pike a-flying. Even a dog knows when he's got enough of that sort of thing, anyway this dog did, and I made up my mind to dig out of that vicinity without further delay.

My eyes were in rather bad condition when it came to seeing ahead while going at such a rapid gait, and the first thing I knew I ran right into a Main street trolley car. Let me say right here that there would have been no doubt about me getting admittance to an endowed hospital then. I uncoupled myself from a picket fence and staggered down the street with my head feeling as big as South Bend, Indiana. As I meandered along I thought of hunting up a stone quarry and see what I could do towards getting myself blown up with a good, big charge of dynamite, when I ran

right into a gang of street urchins playing marbles. One nice little fellow coaxed me up to him, to sympathize with me, I thought, but I soon found out that he had other intentions, as a tin can filled with stones, was quickly tied to my now bleeding tail, and I was told to get, having it well impressed on my mind by a well-aimed kick from a No. 9 boot. Well, I guess I did "git," and the faster I went, the faster I got. The idea entered my head that ten thousand little devils had been turned loose on me. I don't hesitate to say that I turned off a mile in two minutes flat, and finally ended up my mad race for life, under a depot platform. Everybody should beware of the small boy and the tin can with stones in it. I chewed that infernal rope off of my tail and laid me down to die.

I didn't die, however, but when I woke up the next morning I thought that death would be a welcome relief. How I wished for a little witch-hazel, or even a few drops of Mrs. Winslow's Soothing Syrup. I was mighty hungry, too, but you can bet your life I did not venture out that day, not me. I was too well aware of the fact that another day like the one I had just went through would end my earthly career. But I made up my mind to fly my kite out of that city as soon as I possibly could, so when it got dark that evening, I got myself together, intending to see what I could do towards filling my bread-basket, preparatory to taking to the road. I always heard that railroad men were a good-hearted sort, so I concluded I'd better take to the railroad and see if I couldn't find a happy home somewhere.

I got out from under that depot platform and started for the west on a dog trot. In front of the Erie eating house a fellow snapped his fingers at me, petted me, and got me to follow him. I afterwards learned that his name was Bob Fenton, manager of the Erie telegraph office at Marion Junction. Well, forgetful of what had happened to me the last time I let some one coax me, I followed him upstairs into the office and proceeded to make myself at home. There were three other operators there, one they called Hogan, another Tynan, and last, but not least, Mr. P. J. Kennedy, the night man. Mr. Kennedy had dropped in to square up his W. U. account, and when I went in he was engaged in figuring out how he could pay a three dollar account out of a one dollar bill. They laughed and joked about my forlorn appearance for a while, then settled down to pecking away on machines that looked like typewriters, though I couldn't see the name of Remington on 'em. I rubbered around the office in search of eatables, but couldn't find a thing worth eating, only a bag of salted peanuts on Hogan's table. I was just wondering if I hadn't better drill on when I heard someone say something about Decatur getting a can tied to his tail if he didn't answer up. You bet I remembered something about a can of the day before, and before you could say "scat" I was out of that office, down stairs, and going west at a rate that astonished even myself.

I wandered around the railroad yards till way late in search of something to eat, when I hap-

pened to come across a place that looked like a barn on stilts. There was a sign on the outside that said "MJ" on it, but, of course, I didn't know what that meant, nor that the shack was habitated, so I hobbled upstairs, went through a hole in the door that was large enough for two of my size. I expected to find a place for a good night's rest, but imagine my surprise when I saw that I had jumped right smack-dab into another telegraph office. I was just about to make my exit when the fellow in charge, Opr. McNeff, who was just eating his lunch, threw a piece of meat at me. I thought it another trick to get me in trouble, so I looked the meat over before I tackled it. I couldn't afford to get poisoned after what I had went through and still survived. The meat proved to be O. K., and soon some more came my way and I thanked my lucky stars that had brought me to such a place, also that that day happened to be Friday. I fared excellent from McNeff's lunch box and him and I became friendly, though I kept my weather eye open. Pretty soon he turned down the lamp and crawled upon the telegraph table. I took it as an invitation to stay all night, so I just settled down behind the stove for a cat-nap—McNeff called it "hay" and said something about a "widow, papa," etc., too, and sighed so that I thought he must be sick, but I guess he was not.

Well, I stayed with him all night, and intended to go home with him in the next morning, but when morning came and he started out we met Billy Drake, the day man, coming down the track. I heard since that he's a nice man, or rather halt a man, as he only has one arm and one leg, but I didn't wait that morning to find out what he was, this on account of a big dog about three times my size that was coming along behind him. When he got sight of me he let out a yelp and made for me on the jump. You may think me coward to turn tail and run, but I'd sooner he live dog any old day than a dead scrapper, and I run to beat the band. I might as well stood still though, for all the good the running done, as he had me before I turned the first quarter, and he just wiped up the earth with me. I thought to myself that was "mox nix ous" with me and said my prayers. I went in a trance before he got through with me, and when I came out of it I was laying on a shovel beside the track where some section men were diggin a hole. Great Scott, but I felt a chill go over me, and I made the effort of my life to get out of there. I succeeded, and—

Here his story ends, for the writer does not wish to take up so much space in our valuable journal. His history of trouble did not end, however, for some time after when he found a haven of rest with the writer. In his story further on he mentions the names of Operators Sylvester and Lontzenhieser at Moran's Switch, Dutton and Cole at DeCliff, Dilts and Carrick at Hepburn, Hopkins and Smith at "KN" Tower, Connors and Willis at Kenton, Spencer and Seithman at Foraker, Johnny Jones at McGuffey, McCoubrey and W. H. Willis at Alger, Brasher and Pace at Harrods, Weir and Sutton at Westminster, Phillips and Pyle at "SJ" Tower, Thatcher and Crist

at Lima, Aldrich and Kindell at "MQ" Tower, Thompson and Brown at Kemp, Strode and Harbison at "SV" Tower, A. M. DeWeese at Spencerville, Marty and Harris at Elgin, G. C. Marston at Ohio City, Walters and Earp at "RE" Tower, Quince and Strode at Glenmore, Chapman and Miller at Rivare, Teeple and Smith at "DA" Tower, Phillips and Dunning at Treble, Williams and E. Phillips at Tocsin, and Sparks at Kingsland, Frisinger and Sale at Kingsland Tower, Baker and Powell at Uniondale, Wilson and Ewing at Markle, Hill and Harry Jones at Simpson, and Calkins and Grim at "QN" Tower.

The writer was working at Lima depot during "Scrappy's" stay there, when one night he put him on No. 12 and sent him to Kenton, where Opr. Willis took charge of him until I returned. Unless I am badly mistaken, "Scrappy" is in the "hay" about this time, behind a good warm stove and on a bed made especially for him.

G. W. SMITH.

Boston & Maine Railroad.

Two months of 1901 have passed and still some of the members have not paid their dues. I wish to call your attention to the progress of our organization since the convention, especially in the East, where several new divisions have been established recently. It seems peculiar that some of our members should be so negligent in the payment of their dues. This should not be so, as we all understand the benefits derived from the Order. We should work together as Brothers in the true meaning of the word, for what is one's benefit is another's interest.

Come, brothers, pay your dues, remit promptly to Secy. and Treas. J. B. Belding, get others to pay their dues, hustle around and get the desirable remaining non-members into the Order. Let's put some business into our actions and not be included among the few straggling ones not in good standing.

Yours in S. O. & D.,
J. B. BODGE,
General Chairman.

Philadelphia Division, No. 4.

IN MEMORIAM.

WHEREAS, It has pleased our Almighty God in His wise providence to remove out of this world, on February 16, 1901, the soul of our esteemed Brother, W. E. Buchanan, operator, 16th and Washington ave., Philadelphia; and,

WHEREAS, Bro. Buchanan was a charter member of Division No. 4, and a true and loyal exponent of the principles of our Organization, a faithful and painstaking servant of the railroad by which he was employed, and a gentleman, reliable and of high moral character and standing; therefore, be it

Resolved, By Philadelphia Division, No. 4, of the Order of Railroad Telegraphers, that while we dare not complain of the Divine judgment, yet we mourn the loss from our midst of our well beloved and faithful member.

Resolved, That we recognize in the deceased a true and faithful member of our Organization. For many years his voice has been heard in our midst and always for the best interests and welfare of our Organization.

Resolved, That we extend the full sympathy of our hearts to the dear family and relations so sadly bereft of their loved one, and commend them to the care of a loving, Heavenly Father above.

Resolved, That our charter be draped in mourning, that these resolutions be spread upon our minutes, and a copy thereof transmitted to the bereaved family, and to THE TELEGRAPHER for publication.

W. C. FRAZIER,
W. J. PRICE,
A. G. STRICKLAND,
Committee.

Chicago & Northwestern Ry.

Madison Division—

Looking round for a few more items of general interest, seeing we "arrove" too late for February issue, we find Johnnie Callahan at "EA" again, after enjoying a thirty days' vacation. Guess Johnnie was off fishing.

Extra Schwartz, who has been relieving Paul Schultz at North Yard, is now acting as general manager of "BO" city office, in the absence of Miss Gayland. We "13" Jessie has gone for another sleigh-ride. Schultz has been working days at "BD," while Joe Brown is rusticating.

Extra Gross at the asylum entertaining E. A. Chaffee's "ghosts," during absence of regular night man Melior.

C. Hansen, after a visit at Watertown, and a friendly call on the scribe, is relieving Opr. Clapp at Syene, who we "13" has concluded to quit this strenuous profession.

Opr. Wilson expects to be able to resume work at "EA" in a couple of weeks, though he still wears his pet leg in a sling.

Bobby Collister, of Jefferson Junction, is laid up with a combination attack of grip and vaccination, Opr. Klingelhofer, of "NE," doing the car chasing in his place. Kling doesn't like the job.

Billy Himmler stuck his smiling face in at our desk about half a minute the other day, on his way back to "RG."

We "13" Bro. Secy. Ransom has been on a furlough, and has his box full of mail now, but that's not surprising. Charley was always getting lots of letters. How about an oyster fry at Jones'?

We had just time to say how-do and shake hands with S. T. Scott, of Okee, last week one day. Seth looks as fine as ever, and expects to be elected mayor of Okee next election.

Former Agent Donkle, of Brooklyn, stopped off at Jeff. Jet. to renew acquaintance with Agent Copeland's bull dog, but the poor dog is gone to his last rest long since.

We "13" there are numbers of the Brothers who are letting their membership lag considerably.

Now, fellows, this isn't right, for we have the boys, and good ones, too, to make this Division 76 a leader among divisions, so get in line and make an effort to get the "nons" in line, and let's have our Division a banner Division.

If this paragraph should fall under the eye of our worthy Brother at Danbury, we'd like to assure him that bicycles are now at a premium at "D;" also that Papa C is quite well, thanks.

CERT. 376.

Harrisburg, Pa., Div. No. 3.

Bro. D. B. Gates, who was recently transferred to the daylight trick at "PM" block station, has moved his family from Mill Creek to West Huntingdon.

To those who inquire as to the cause of such a pleasing smile from G. W. Havens at Vineyard, we state it is on account of "von leedle poy."

Bros. B. D. and E. C. Miller have the sincere sympathy of the Brothers in their bereavement, caused by the death of their brother.

Bro. Frank Castine, of Petersburg, seems to have drank deep of the cup of affliction during the past week. After being compelled to lose ten days on account of sickness, he was called to his home near McVeytown on account of his brother being killed by a train, February 15th. The sympathy of the fraternity is extended to the Brother in his sad lot.

Some changes have been made recently in the placing of operators along the Middle Division, among which we note Bro. B. D. Miller, from the extra list to Mill Creek ("JC"), nights; Bro. R. C. Davis, extra, to Birmingham ("UE"); Bro. John Ledden promoted to Union Furnace ("QY"), nights. Thus our boys are dropping in one after another, and we hope to see them fill their new positions with credit to themselves and to the Organization, and by so doing merit the advancement to more responsible places as the openings occur.

The lecture platform has never been among our aspirations, but by request it is necessary that the attention of some of the Brothers should be called to the fact that considerable fighting has been going on over the wire, and especially on the block wire, thereby interfering with business. Also that others, but recently, became hilarious from viewing the sun through a glass, and through that source became the laughing stock of the passenger train on which they were making their way homeward.

Last month we chronicled the resignation of Bro. H. C. Miller, which actually took place, but not for long, as he is once more back among us after trying the new job. No reason has been given out for the actions, but it is supposed to be a case of returned to the old love, nevertheless "MC," here's our hand.

Bro. C. A. Beckwith has been with us for a short while, and the prospects are that he will soon depart for other fields of labor, so it behooves us to be astir that the Brother can accomplish as much good as possible in the limited period allotted to him.

Being personally acquainted, as well as fraternally connected with Bro. Jerry M. Weiler, we had the pleasure of calling upon him at his rooms at the Hershey House, Harrisburg, where he is domiciled during the present session of Legislature. We are sorry to state that we found the Brother in poor health, he having suffered from a hemorrhage brought on by overexertion in the interest of pending bills which are of vital interest to the laboring classes. For years Bro. Weiler has worked incessantly in the interest of his fellow laborers, and to our personal knowledge allowed bright opportunities to pass that he might stand unincumbered in the battle which he has been waging, that laws supporting the weak may be enacted. To all Brothers, and even the "nons" an invitation is extended to visit Bro. Weiler at any time you may be in the capitol city.

Bro. C. B. Leiter, "owl" at Narrows, says his first experience as an impersonator of a smoke-ham took place the morning of February 27th, when the McManus Construction Co. unloaded forty-five Italians from No. 3 and stored them in the lower part of the tower for several hours. Each one procured a pipe and some vile concoction supposed to be tobacco, and proceeded to season our Brother. Nevertheless he recovered in time to go home and greet that new girl who but recently came to board with him.

It is wonderful to behold the changes wrought along the Middle Division during the past twenty years. At that time twenty-one offices were between "UD" Harrisburg and "B" Altoona, and in practically all of them could be found at least one student, and in many as high as three could be counted. To-day, not including the Altoona yard offices, there are fifty-three offices in operation, and it is a very rare thing to find one of them having one student. In fact, the greater part of this change has taken place during the past few years when Harrisburg Division, No. 3 is instituted.

LAMUS.

M., K. & T. System, Div. No. 22.

Missouri—

Mr. E. B. Spawr, agent, Monroe, has been absent from business for about a month, now returns to work. Mr. Losson, the night operator, relieved him.

Mr. J. E. J. Lytle, day operator at Moberly, has been on the sick list for several days. He was relieved by Mr. Brinkerhoffer, who in turn was relieved by an extra man whose name we have not learned.

Mr. O. F. Ross, a new man on this Division, has taken charge of Estill station permanent. J. E. Bick being given New Franklin.

Bro. Roy K. Palmer is now working at Boonville, Mo.

Mr. G. Bergstresser was relieved as agent at Deerfield by E. E. Newton, of Clayton, who in turn was relieved by Bro. Chinowith from Missouri Pacific, and member of that Division.

Bro. J. E. Brogan has been doing the "owl" act at St. Paul during the absence of Bro. Ira N. Harris, who, we understand, made a trip through

Arkansas. Ed is a son of Agent Bro. Brogan, and is only waiting for that one year's experience so he can come in.

Mr. E. E. White and F. N. Wheeler, both of Walnut, accepted positions on the Santa Fe at Independence and Winfield during our late trouble on that line. Scabbing, boys?

Bro. F. O. Andrews took vacation a while this month, in order to rest up and have a good time.

Indian Territory—

Bro. R. G. Matthews, formerly night man at Muskogee, now has a good position with the Santa Fe.

Small-pox is raging in the Territory this winter. Wagoner and Muskogee have suffered about the most.

Bro. F. C. Lea, night man at Vinita, relieved J. H. Wilson as agent at Wagoner for a few days last month, while the latter was resting up.

Choctaw Division—

Business is rushing, no rest for operators, trainmen or anyone else on account of heavy business. The Division has been divided. We now have a dispatcher's office at McAlester, I. T., the Division remaining the same for trains.

We have Mr. T. A. Wilson at Denison as chief, and Mr. Gardner as first trick man, and our old stand-by, Farrel, as second trick man.

At McAlester we have two dispatchers, but haven't got acquainted with them yet. Don't know their names.

We have a new office just opened up at the Frisco crossing at Red River. Bro. Freeman is doing the day act and Bro. Davis is the "owl." They are at home, as they cook and eat and sleep and also work in the same spacious building of about ten feet square.

Bro. A. C. Black, of McAlester, I. T., has left the M., K. & T. Opr. Hunter from Caney, I. T., is now working at McAlester, days.

New agent at Cale, I. T. His name is Cox. Don't know where he dropped from. Mr. Hill, former agent at Cale. Well, his suspenders broke.

Bro. Wilson is agent at Caddo, I. T., now.

Bro. Martin is doing the act at Durant, nights, now. Don't know who is working days.

Opr. Roche is working at Caney, I. T.

The operators at Warner Junction are anticipating a nice time for the next six weeks or more. They will have the pleasure of handling the block for the Frisco trains as well as for the Katy.

Texas—

Mr. S. S. Jones relieved Bro. S. T. Best while the latter was laying off in January. He is now doing relief work at Elm Mott. Bro. B. thinks Mr. Jones is quite a success on the cornet.

There is not much hopes of the San Antonio extension benefiting us boys much, as there are only two good offices on the line, and understand they will be joint offices and handled by present agents for the I. G. N.

Lots of trains on the San Marcos Division now, and it keeps the boys hustling. Formerly

"19" and "31's" were a rarity, but guess the boys will get used to them after a while.

We understand that the Katy shops have recently turned out a private car for the President of the road at a cost of twenty-five thousand dollars.

Understand that a few of our good Brothers were dropped from the roll the first of the year. Sorry to see this, boys, you know what our dissolution means. Better hang close together, and the darker the clouds before us the closer should we hang together. If anyone has been dropped through error, or if for good reasons they have been unable to pay up and stay in, just write our Secretary—he is prepared to help you out.

The vote on System Federation was solid, except one vote, and your General Committee will be governed accordingly.

The bridge inspectors on the Katy have been furnished with gasoline-propelling velocipede cars, and the boys all envy them.

Don't forget to notify your Secretary in case you change your location, for you are liable to lose some valuable mail.

The C. O. & G. have surveyed a line through Kiowa and material is being received at that point for the new line. Bro. W. A. Stuart is greatly pleased with the increased business.

CERT. 20.

Houston Division—

At Houston we find Mr. Leo, days, and Mr. Grady, nights. Do not know whether Mr. Grady is in line or not.

Bro. A. S. McCullum, formerly day man at Houston, has accepted Waco, nights, on account it being his home. We understand Bro. Looker now at Taylor, goes to Houston "LO." We will welcome you to our Division.

Next we come to Katy. Mr. G. W. Douglass is agent. We do not know why he is not in the fold, but think some day he will see his error and join us.

At Brookshire we find the good and faithful Bro. W. D. Mills.

Sealy, Bro. N. E. Baker, agent, and Bro. A. C. Wilson, day man. Mr. D. P. Mason, nights, who will soon be a Brother.

At Cat Springs we find the violinist, Bro. Baxter.

New Ulm, Bro. Yates, Bro. H. M. Vermillion, formerly agent, going to Lorena, and Bro. Yates, New Ulm.

Fayetteville is manned by Bro. Ford, agent, and Bro. J. H. Bean, nights.

LaGrange freight office, Mr. Kaper, operator, and Bro. Leo Veckle, cashier.

LaGrange ticket office, Bro. Robert Hermany.

West Point, Bro. S. T. Best, our Local Chairman, agent.

Bro. A. C. Wilson, and our genial first trick dispatcher, H. A. Tait, went to Temple to take the D. O. K. K., the 21st, and report a grand time.

Wonder why "RN" at "SY" did not want to leave there; better ask the girl about it.

Div. Cor.

Canada Atlantic Railway.*Western Division—*

Everything seems to be taking the annual six months' sleep, for we haven't heard of a meeting for three or four months. The meetings are all held in the "East End," where, unfortunately, we, on this Division, cannot attend.

There does not seem to be enough interest taken in our noble Organization. Members pay their dues and let it drop at that. How can we expect to prosper if each member does not take a personal interest and put his shoulder to the wheel?

Will now tell you who, what and where we are. This Division of the C. A. R. has been built through the most picturesque region of Canada, and runs through a portion of the famous "Algonquin National Park." There are ten beautiful lakes to be seen from the train during the thirty-four mile run through the park. These lakes throng with trout which scale from one to eighteen and twenty pounds weight, and are the gamest fish in Canadian waters.

Though a comparatively new road, the C. A. R. is making a most determined bid for the grain trade in competition with the Grand Trunk and Canadian Pacific Railroads. It has a fleet engaged exclusively in carrying grain and package freight from Duluth, Milwaukee and Chicago to Depot Harbor. It also has the best freight equipment of any Canadian road. The engines being Baldwin "Hogs," weighing 136 tons with tender and the cars, home-made, at the Ottawa shops, have a capacity of 70,000 pounds.

Last season of seven months it carried 14,000,000 bushels of grain, and 160,000 tons of package freight over single track road. We were well organized some short time ago, but for various reasons some have left us.

At Depot Harbor, Bros. C. McDonald and H. W. Smith are perfectly capable of handling the wires. C. M. is hot stuff. He has been off on vacation, his place being filled by Bro. Madden.

Edgington, Bro. Malloy does it all. Spencedale, Bro. Blackaby rocks the cradle while not engaged in hustling out cars.

At Scotia Junction, the G. T. R. crossing, we find Bro. V. J. Mongacu, agent, and our first "nons," Mr. Woodhouse, day man, and Mr. Wilson, nights. Can see no reason why these gentlemen don't come in out of the "freeze," seeing whom they are working under.

At Kearney we find Bro. Younker and the last hotel for 100 miles east.

At Rainy Lake, Bro. J. P. Smith. At Brule Lake, Bro. McDonell. Canoe Lake, Bro. W. J. Fowler as agent, and Mr. Fallam, assistant. Have no doubt as soon as he gets his year in we will get him, as "MO" is a great missionary station.

Next place, Cache Lake, the park headquarters, where Bro. H. Smith and the cat batch it alone.

At Rock Lake, the last place the Lord made, we find Mr. McCourt. What's the matter with Mc, he should be with us?

Whitney, next place, with Mr. Geo. Phillips, who I "13" was with us when agent at Moose Creek—George you should be with us again to stay—as agent, with Mr. Grant as assistant.

At McAuley Central, Bro. B. O. Lemon attends to the log trains and sighs for summer and Seguin Falls.

At Madawaska, the divisional point, with Mr. Kintrea as agent, R. O. McGuire as day man, and Bro. Ussher, nights. Am not sure whether we have R. O. or not. Mr. Kintrea, who represented us on the first committee, dropped out for some reason unknown to the writer.

One most encouraging sign is that of the number of operators who strike here every spring, the greater percentage are O. R. T. men.

Yours in S. O. & D.,

CERT. 100.

Prince Edward Island Railway.

It is a remarkable fact that no correspondence from this Division has appeared in the columns of THE TELEGRAPHER since October last. I hope that our respected Division correspondent has not taken offence at the good work executed at the special session at St. Louis in that memorable month aforesaid. I think not; more likely to be stricken with "nockey fever," owing to our severe winter, probably as the ice and snow disappears the fever will also abate and then we will once more have interesting items from our Division through his gifted mind, and let our sister Divisions know that we are not dead, but asleep. Charlottetown Division, No. 47, is, however, running along on schedule time, therefore no complaints. Our meetings are held regularly and are well attended, and on each occasion the enthusiasm runs high. Great credit is due some of the Brethren who have to come a long distance, overcoming many difficulties in order to be present. With such good will and determination manifested, our Lodge is sure to be at the front.

Our meeting on February 17th was well attended. Bros. Ed Crosby, Neil Campbell, Gus R. McMahon, C. McKinnon, J. M. Nicholson, and J. A. Kelly came in from their respective stations. Added to the Charlottetown Brethren made a capital crowd. A few slight grievances were before the meeting, and received the consideration their importance demanded. We hope that these matters will soon be adjusted to the satisfaction of those interested. Speeches were delivered in a spirited manner by Bros. McKinnon, MacEwen and Campbell for the good of the Order, expressing implicit faith in the present management at St. Louis, and hoping that each Brother would give his undivided attention and influence to spread the Order throughout the length and breadth of North America.

Bro. Neil Campbell, our delegate to the special session, returned from St. Louis, Mo., about the first of November, looking hale and hearty. He gave us a carefully written report of the good work performed by the Grand Division. He spoke in high terms of the present Grand Officers of the O. R. T., and was favorably impressed by the manner in which all delegates acquitted themselves in the discharge of their duties in St. Louis.

The suggestion of our Bro. Cert. 84, on fire insurance in connection with this Order, is

timely and deserves special consideration. This matter should receive the early attention of the members of each Division, if the idea appears feasible, to communicate accordingly with the Executive as to the "modus operandi." The writer pays three dollars per year to secure his meagre supply of furniture. Would be only too happy to transfer to the O. R. T., should the suggestion offered ripen into action.

Bro. J. A. Kelly, of Roy Junction, is at present in the freight office, Charlottetown. Bro. R. W. Clarkin ordered to Georgetown Wharf to relieve Bro. L. H. Douglas, who was called home to Mt. Stewart, owing to his father's serious illness.

Bro. Charles McKinnon is in charge of Hunker River station since early in the fall. He attended the Foresters' entertainment at Bradallone on the 8th of January. On his return home a "north-easter" set in and made the journey homeward everything but pleasant. However, with the courage and determination so characteristic of his race, he baffled the winds and snow and arrived at his post in due season.

Bro. Dan McKinnon, formerly agent at Hunker River, has gone into mercantile life, by opening a store at the above place, with excellent prospects. Dan was very popular with the boys as well as with the general public, and we bespeak for him a large measure of success in his new enterprise.

Bro. Geo. R. McMahon, at Emerald Junction, has disposed of his valuable farm at a high figure; also all his stock and farming implements.

Bro. W. H. McCormack is acting agent at Kensington for a short time.

Bro. Ed Crosby, of Cape Traverse, is now kept busy, as the mails have been transferred to that route. The winter ice boat service is in full blast and will continue for some time, our winter steamers not being able to make daily trips, owing to heavy ice in the straits.

Our worthy train dispatcher, Bro. H. McEwen, has just completed the erection of a handsome and commodious dwelling house in the city. May he long live to enjoy its comforts.

Bro. A. E. Clarke, of Souris, paid a flying visit to his old home and friends at S. Side last week. Sandy looks to be in the "pink of condition." He reports business rushing at Souris. This is the most delightful spot you can strike during the summer season, plenty of shooting, fishing, etc. We would like to see some of our Brethren south of us come and spend their summer holidays at Souris, and rest assured Bro. Clarke will show them around.

CARRIE.

Pere Marquette, Div. No. 39.

The February number of THE TELEGRAPHER is at hand and contains two timely articles on the subject of license for telegraphers. This subject is uppermost in the minds of Michigan telegraphers at the present time, and every effort is being made to push the bill of Representative Neal through the Lansing legislative mill. Mr. Neal's bill provides for a board of examiners, to examine

and license all telegraphers in the State who are employed by railroad companies. Mr. Neal is an old-time telegrapher and knows what is needed, and will see to it that every emergency is provided for. Every telegrapher in the State should make it a point to write the representative from his district, urging the passage of this measure. Have you done so?

What do you think of THE TELEGRAPHER nowadays? Isn't she a daisy? Just like a letter from home.

We are glad to note that Bro. Swain is up in this neck of the woods. Give him the glad hand when he calls on you, also your "sig" to a piece of paper, if you have not already done so. He will furnish the paper.

We learned to-day of the illness of our Secretary and Treasurer, Bro. Landry. Hope to hear of his speedy recovery. "Aleck" has been a faithful worker and has contributed largely to the success of the Order on this system.

I would like some of the Brothers along the old C. & W. M. to send me notes of interest, changes, etc. There has been little or no change north of Grand Rapids in the past month or two. As to the south end, am not in position to say, as our wires do not run through. Ed.

Here are a few questions (Brothers of Division 39) for you to think about:

1. Are you able to furnish your family all the necessities of life at the present high prices on your magnificent salary of \$40 per month?

2. Should not the agent or operator have as much pay per month as the trainmen or engineers? If not, why not?

If we do not get the business surely the company will have no use for train men or engineers.

3. How many agents and operators wish to continue staying up half of the night waiting for the locals (free gratis)?

4. How about the pay for handling switch lamps and running pumps? Are you getting it?

5. All operators will be on hand to-morrow ("Sunday") is the word or meaning that much which passes over the wire every Saturday is in the form of a "23." How long are you willing to put up with this?

6. What about overtime. Do you want it?

7. Brothers, are you doing all you can to close up the three ham factories on the line? They are a disgrace to our community.

8. How much longer will we handle W. U. Tel. Co. business for nothing?

9. How many of you have tried to secure a new member this year?

10. Do you hold a new card with 1901 printed on it?

There is not a day passes over our heads but we have these thoughts mentioned above; there is only one way to settle them. Pay your dues promptly, do all in your power to help our officers push the good work along, and when necessary, stand together as one man for our rights and we are sure to win. Prosperity is here and Division 39 is going to have a slice of it. Now

let some other Brother speak. I will cut out for this time.

Yours in S. O. & D.,
CERT. 298,
Div. 39.

No notes from 39 for some time, so will undertake to chronicle some of the changes.

Bro. W. S. Nicholson, chairman of Local Committee for Detroit district, has been promoted from Novi to agency Monroe, with Bros. Hennessey and Snider as operators. He is relieved at Novi by a man whose name is Hildebride, whom we can see only in the distance.

Bro. Cummings promoted from day operator at Carleton to agency at New Boston, vice Bro. Magwood, who goes to Almont as agent.

Bro. Gibson, of Mayville promoted to agency at Midland, vice Mr. Brooks. S. B. Martin goes to Mayville.

Bro. LePage, of Brown City, goes to Marlette as agent.

Bro. E. N. Holcomb has taken a lay-off and one of Saginaw's fair daughters has disappeared with him. We all smoke, Evan.

Bro. E. P. Segar, recently from the Union Pacific, is working at Plymouth Junction yards.

An agent on the line, who has had his salary raised twice in as many years, making a total increase of \$20 per month recently, gave as an excuse for failing to pay his dues, that he had received no benefit from O. R. T. This man has paid into the Order \$31, and has received \$240 as a result of the work of the committee, to say nothing of overtime and pay for switch lights, and when the company failed to promote him, wrote the General Committee stating that he was not getting his rights, was entitled to a certain station, and wanted the Committee to see that he got it. We have another species of swine, which is still worse. Only one, however, of this breed has shown up. He never joined the Order, because it was no good, got a raise in salary, overtime, etc., and keeps from seven to ten students around the office. Wonders why the boys use him so cool and says the trainmen have all got it in for him. I wonder why? Wake up, boys, it's nearly time for the General Committee to meet again. April will soon be here, and some of you may not get the representation you want, so pay your dues and line up.

CERT. 23,
Div. 39.

Southern Division—

The Southern Division is in very good shape. We have a few "nons" still. We hear complaints regarding the O. R. T., and the question is asked, Why do they not do something? and I do not see that they are doing any material good; these are the questions asked by the "nons." Here is the answer, we all wait for one another to do something, and consequently nothing is done. Why not do a little hustling; you can get the "non" who is working away at the key unconsciously of how he is bearing his own success. Tell him

the good points of the Order and show him how it will benefit him. Bro. Hennessey and myself have been after one "non" five weeks, and at last we have landed him. We showed him the error of his way and made him ashamed of himself. He would say, "I don't see how it would benefit me, and how I could get my money back." This same "non" was drawing from 50 cents to \$1.20 overtime, and when he was shown that he would not have had this had it not been for the O. R. T. boys who are not afraid to show their colors, he was obliged to give in. We have now landed two "nons" into the fold of O. R. T. ism. Remember the Good Book says, "the harvest is great and the laborers are few."

Why not shake off all the dust from our feet and make it a solid road. We will always be working under the yoke of bondage unless we wake up and hustle. I will give you a few names of the boys along the line.

At Erie we find Bro. Choate.

At Monroe, Bros. Nicholson, Hennessey, days, Bro. Snyder, night "owl." Here is a solid O. R. T. office, and makes a warm reception for a "non." Send them down and we will convert them.

At Raisin, Mr. Lacy, who has expressed his desire to join our ranks. Come along "RG," we will be pleased to receive you.

At Warner, J. A. Phillips, who says he will soon knock at our door. See what a little hustling has done. Come on "J," the more the merrier.

At Carleton, Bro. B. G. Burt, the day man, we do not know. Mr. Lee is night "owl." "BR," are you after 'em.

At New Boston, Bro. Cummings, with Mr. Gerone as night operator. Get after "UZ," "CJ," and show him the good way.

Romulus, Bro. Curtis Wayne, Mr. Peters, days, and Bro. Maywood, nights.

There are quite a few more, but owing to lack of time I must cut out. We are blessed with a "ham factory" at Highland, Mr. Newell, proprietor, with five hams—not Swift's sugar cured—and one other factory at Novi. Wake up, boys!

"KO."

Baltimore & Ohio R. R.

C. O. Division—

Although I am not the correspondent for this Division, I feel a deep interest in the welfare of the Order, and hope that all the boys share the same spirit of fraternalism, thereby making their entrance into the literary world with an article for our paper. Should all feel the same as I do, our little book would have to be enlarged to six times its present size to give room for publication of the news. No matter how simple or silly your articles may seem to you, others would be pleased to read them. For my part, I believe that a genuine feeling of true fraternalism (when it thoroughly takes hold of a man), will be manifested by issues appearing in our journal in the same warm heartedness as is shown by a speaker in the midst of a hot discourse. To start with, we must, as individuals, take a personal interest in our

Order's welfare, its integrity and honor, as much as in our own. We must fight the "ham factory" professors in the railroad offices, dislocate the "ham," upset their batteries, which is their teacher, ground all wires, which is their intention of damaging the Order, and get the railroads to give us a living and worthy schedule of pay, accompanied by a fair agreement. It is not the fault of the "ham" that he becomes master of the art, but lays with the teacher. Nine cases out of ten, every "ham" grinder you see is a man of small caliber; not much brains to back up his actions; appearing rather sneakingly; no countenance; cannot look an honorable man in the eye while talking to him; he has little or no principle; will do undermining and means things which an ordinary man would not think of doing.

Dropping from this subject and taking a trip over the famous B. & O., we find at the entrance of the C. O. Division, Mr. Turner at "NY," east end of double track, the first block station going east. Calling it a block station, I must first announce the adoption of the block system by the B. & O. before going further. The block system was put into operation Sunday, January 27th, 12 o'clock, noon, at which hour our Division Dispatcher, Mr. Cronk, instructed the brass pounders (interested) by wire, consisting of a long and well invented message, containing instructions from Alpha to Omega. Resuming our old course, we find at Black Hand, B. D. Elchert, days.

Clay Lick, "CK," Simpson, days.

Clay Pools, "CO," Geo. Irwin, days, Johnson, nights.

Pleasant Valley, "G," (Cert. 4261), days, Stutz, nights.

Dillon's Falls, "DF," Thompson, days, Loving, nights.

Our worthy and well-liked Division Dispatcher, Mr. G. R. Kimball, has resigned his position to accept a trick as train dispatcher, relieved by Mr. W. B. Cronk, who, it is reported, is going to break up the O. R. T.—which he will, of course.

Will now give the wires to others and cut out by saying "GN" and "73" to all. CERT. 4261.

Notice to Members on B. & O. R.—

My present address is 75½ West Broad street, Columbus, Ohio, where all correspondence for me should be addressed. All those who have not paid the special assessment of \$3 for 1900, should do so at once. Those who have not received notice of the same on account of change in address will regard this as legal notice.

Yours in S. O. & D.,

L. G. JACKSON,

Secy. & Treas. Gen'l Committee.

Columbus, Ohio, Feb. 25, 1901.

Erie Railway System.

Lima Division—

"Billy" Drake took a short vacation from "MJ," days, relieved by Opr. McNeff, night man, who was in turn relieved by Opr. Smith, of Huntington.

C. J. Connors has left Kenton Depot, days, and may leave the service entirely, to accept a better position. "Waxy's" many friends will

miss his smiling face from in front of the ticket window, and his pleasant voice over the phone. Night Opr. Willis is doing the day act, while Bro. Geo. Smith, from "KN" is taking his place.

Agent DeWeese, from Spencerville, will probably take the day job at Kenton Depot, and in case he does, Bro. Spencer, from Foraker, will very likely get the agency at Spencerville. Bro. "MS" will make an excellent man for the position, and his friends are urging him to accept the place.

Bro. Ralph Hopkins, an old time Erie operator, is now chief clerk in the Master Mechanic's office of the "OC" at Kenton. Ralph recently returned for a two years' stay in Cuba, where he was employed in the office of Maj.-Gen. Wilson. He also fought several bloody battles (with mosquitoes) in Macon, Ga., as a private in the Second Ohio.

Bro. Grant Harbison is back again at "SV" tower after his trip of a lifetime to Paris World's Fair, and other points of interest across the pond. Please write him for further particulars.

Bro. Harry Jones no longer uses his "Cycicle" attachment between Huntington and Simpson, but pushes a three-wheeler instead. Recently Harry was coming down the pike about thirty miles an hour when he struck a low joint and he mixed up with his apparatus and rolled down a twenty-foot embankment.

All reports from Westminster indicate a flourishing "ham" business. Agent Weir reported to have two at \$10 per month, and Sutton two for stove-wood, produce, or any old thing that comes handy. It is the worst "ham" joint on the Erie system, so far as reported.

Bro. C. E. Kindell is absent a few days, attending the funeral of a relative at Goshen, Ind., Extra Opr. Shaffer relieving him at "MQ" tower.

Chicago Division—

Bro. Fredericks has been appointed agent at Bolivar for the Erie & Big Four. This is a promotion for Jim, and he deserves it.

Old "Grinface" Sallade got the agency at Athens, vacated by Bro. Fredericks, and immediately opened negotiations with the "Hay Rubes" in regard to teaching them telegraphy.

The night man at Athens, who left the Big Four on the "hummer," as we understand it, also thinks he is learning some one, but we don't think so, for the reason that he lacks considerable of being learned himself.

Bro. Chapman spent the 23rd in Chicago, and "held her hand."

Bros. Warvel, Fuller and Hartigan attended the masquerade at North Judson, February 14th. Opr. Dykeman attended also. Eddie bore traces of having a "swell" time.

Bro. Sennett at Monterey insists on union night men, and he gets them.

Bro. Richard, the nice-looking operator at "The Dean," is going to purchase a track bicycle for the coming season.

Bro. Bentley bobbed up very serenely at Bippus, nights, when all thought he had quit us; Bro. Robinson keeps him straight now. Hammer him, if necessary.

Agent Dunseth now wants North Judson, days. All right "GA," you just wait a thousand years and you will get it.

Sister Chandler at Lomax, and Bro. Reichard at "The Dean," are making the "nons" tired of life without a card.

CERT. 149.

Meadville Division, East—

Bro. W. F. Murray has been on the sick list. We are pleased to hear him again at the key.

We "13" "CA." nights was bid in by an extra operator who has been with the Erie only a few weeks, steady job. Brothers, I wonder if those "nons" can realize how such luck strikes a traveler. Brothers, I'm glad to hear it.

Bro. A. J. McElroy is holding down "UN," nights, and keeps his eyes on the indicator.

We "13" operator at "CD" worked two days and three nights with the assistance of a student. Wonder what rate the student received for the labor he did, as I figure it each would get six cents per hour, providing the operator divided up on the square. I can't see where there is any patriotism or glory in this case when we have seventeen white and red operators on the extra list. Some one said Baldy Herrick was seen going east a few days ago.

During the past few days the chirp of the students along the line was not heard. Think they have been snowed in.

Bro. Broderick, of "WC," has a brand new pardner now to work opposite him. Her name is Mrs. A. Cunningham. We all extend congratulations to you Sister Agnes. We expect Sister Lulu K. at "XB" will soon follow suit.

We hear Bro. G. P. Holmes at "RX," nights, result of advertising positions.

Bro. F. E. Johnson, of "S" tower, was off a few days to attend business in Buffalo.

Bro. J. L. Quinlon, of "RF," was calling on friends at "J" town a few days ago.

Everything quiet at "WO." Bros. Sands and Maloney are laying low waiting for the Pan A. to commence.

Bro. Dickinson, of "DV," reports a good, successful year for the L. & C. Division. Now, Brothers, that is good news; let's keep the good work up.

Bro. J. M. O'Neil, of "J," has verified the statement that E. J. B. can get fish should he be compelled to hook him with the silver hook, rather than walk in to "J" town. He says it's cheaper to buy the fish and pay the street car fare. I think E. J. B. is getting very conscientious now, let's speak O. R. T. ism to him.

Bro. S. E. DeWitt was off one day on business. Bro. Holmes was there, but reports it a hard job. We don't doubt his word.

Bro. Carroll, of "VN," did the day trick, and Bro. G. Jobs did the night trick, Agent Kinney being away.

Bro. S. W. Jobs is snowed in at Ashville. We only hear him on the "owl" trick.

Bro. F. Crow, of "WX," has his hands full trying to see if they are all coming up Sand Hill, as all you can hear they are doubling.

Bro. F. Sands is still holding down "OQ," nights.

Our regular monthly meeting was called to order at 8:30 p. m. Minutes of last meeting read and approved. Two applications were read. Committee appointed to investigate and applicants were reported O. K., and elected to membership. Under the head of good of the Order a lengthy discussion arose regarding our future plans. Let all Brothers make an effort to be at our next meeting on March 30th. X.

Susquehanna Division—

Dr. and Mrs. J. M. Blades, of Cameron Mills, announce the coming marriage of their daughter, Kittie, to Carlton Miles Crawford, son of Mr. and Mrs. David Crawford, also of Cameron Mills. The ceremony will take place at the home of the bride's parents, on Wednesday, February 27th. The young couple are both popular with a wide circle of acquaintances, who will extend congratulations. The prospective groom is at present acting agent at Painted Post.

Grant Chase, night operator at "QP" tower, has our extreme sympathy in his late bereavement in the death of his father, who lived at Cameron, N. Y.

N. S. Whitney, of "KZ" tower, has been absent on account of serious attack of the grip; relieved by Extra Opr. Marsh.

The many friends of M. S. Bartley were pained to learn of his death Tuesday morning, February 12th. Death came to relieve his sufferings after a four weeks' illness. Mr. Bartley was the son of Mr. and Mrs. P. S. Bartley, of No. 62 Thorpe street, Binghamton, N. Y., and was born in Susquehanna about twenty-five years ago. His education was acquired at the High School at Binghamton, where he was noted for the facility with which he grasped all the branches of study. After leaving school, Mr. Bartley studied telegraphy, and after holding the position of night operator at Great Bend for the period of three years, became the night operator at the Binghamton depot, which position he held up to the time he was taken ill. He was a very active member of the Knights of Columbus, and held the office of Past Grand Knight of the Great Bend Council. The deceased was a manly, kind-hearted fellow of sterling qualities, and numerous friends will sincerely regret his demise. Besides his parents he is survived by a brother, Frank, the well-known physical instructor, a brother, John, and three sisters, Mary, Margaret and Elizabeth. The funeral was held Thursday, February 14th, at St. Patrick's Church, and was largely attended, as Mr. Bartley had a host of friends in Binghamton and nearby towns, who paid the last tribute of respect to their departed friend. The floral offerings were numerous and of an elaborate character. His fellow employes on the Erie, between Elmira and Susquehanna, gave a novel and beautiful set piece. It consisted of a base of flowers, composed of purple hyacinths and white roses, with his initials in purple raised letters. At either end of this were standards representing telegraph poles, covered with white ribbon, and

between the two were four telegraph wires, three intact, and the fourth broken to represent the broken thread of life. It was a beautiful creation and went to show the high esteem in which he was held by his associates in everyday life. The music was of a special character.

Born—To Mr. and Mrs. C. W. Vincent, a ten-pound boy, February 18, 1901. Yes, "Vin," we smoke. "C. W. V." is the "owl" at "XY" tower.

Harry Spring, of Canisteo, is laying off, Extra Opr. Morley working in his place.

Opr. and Mrs. G. W. Doane, of Adrian, have been visiting friends at Big Flats.

Mr. Frost, agent at East Corning, Pa., has been appointed agent at Painted Post.

Extra Opr. Crawford has been appointed agent at East Corning.

Extra Opr. King has been on a vacation, visiting friends in Brookfield, Pa. I "13" Phil is going to quit railroad work in a short time and study for the ministry.

Opr. Robinson, of "UO" tower, is absent on account of grip; relieved by Extra Opr. Baxter.

Opr. Ackerman, of "VO" tower, is taking a vacation; relieved by Extra Opr. Cole.

CERT 291.

Chesapeake & Ohio Railway.

Alleghany District, James River Division—

Our regular monthly meeting was held at the Masonic Hall, Clifton Forge, Wednesday night, January 16th. Meeting called to order at 8:40 p. m., Bro. L. E. Hicks in the chair.

Roll call showing eighteen members present, not a large representation, but the boys were full of business and went to work with a will. We had two new members for initiation, Bro. E. D. Mitchell and Bro. E. W. Moseley, and put them through in approved style.

We have been on your track a long time, boys, and have at last run you down. We thought you were good ones, is why we were so persistent in securing your membership, and hope you will now use your good influence on some of the "nons" and bring them into the fold.

We had a good talk from our General Chairman, Bro. Stratton. We like to hear from our able Chairman every meeting, and he rarely ever misses being there and giving us a good talk.

Bro. Stratton was given a nice chair by the boys, Christmas, for which he effusively thanked us at our meeting Wednesday night. This scheme was gotten up by Bros. Grogan, Hicks and Alvis, to try and show our appreciation to our General Chairman for the good work done by him in 1900. The boys knew nothing of it until Wednesday night, but gladly chipped in and made up the amount necessary to relieve Bro. Alvis, who had generously furnished the "hoodle" to buy the present.

Brothers, we should further show our appreciation by getting down to hard work and help Bro. Stratton to build up Division 40. He has worked hard, and some of the boys are working with him, and a lot of good work is being done, but we

can still do better. Why cannot each one of us do our part; write to the "nons," do not wait to be put on the committee, but pick out your man, and keep after him; if he will not write, go and see him, talk with him, and ask him to come in and start the new year right.

Persistent efforts will certainly be crowned with success. If we would all work, like a few are doing, what a grand old Order ours would be; success would crown our every undertaking.

Now, a word about attending the meetings. Boys, why is it you won't come out. Some of you give in your names, get passes, and then because you have a slight cold, headache, or fear of feeling a little drowsy or sleepy next day, will not go.

If you would just make a start and go to several of our good meetings, you could not be kept away with a Gatling gun in the future.

I think it would be a good idea to start Bro. Hammit down about Gladstone and let him come west with one of these big guns in each hand and chase them in. I will put that as a motion if I can get a second to it.

Now, boys, either come to next meeting or work for your day or night man, and let him come. One of us can come each time if we just will. I always look forward to my turn with pleasure; it is about the only recreation I have. Living right here in the mountains, I never go anywhere, or see anything, and when I do get a chance to get away consider it a great treat; especially to go to a good O. R. T. meeting.

This being my first attempt as correspondent, hope you will not criticize too severely. Let me down easy, and will come again some day. Will close with best wishes for the rapid growth of the good old O. R. T.

J. S. H.

Peninsula Division—

I attended the meeting on the 30th of January in Richmond for the first time in several months, owing to hindrances I could not avoid, and I am proud to say we had a royal meeting, and I enjoyed it hugely, and I am confident if the rest of our Brothers would turn out they would return as well satisfied and as much benefited as I was. We had about thirty members present from the Peninsula, and James River Divisions. Still I failed to see many members that should have been present, and, if I am not mistaken we have several members that have never entered the Division room. Now, Brothers, I know there is no excuse for such negligence; you could attend at times if you would only do so, and you would be a benefit to others as well as reap a great reward for yourselves. We had Bro. E. L. Stratton, our General Chairman, with us last month, and the following members listened to a pleasant talk from him in regard to a new schedule we hope to get out in March. Peninsula members: L. J. Bentley, J. G. Thomas, M. T. Shipman, T. C. Garrett, G. S. Goodwin, R. A. Trice, J. H. Sims, B. P. Wynne and Lew Baber. James River Div.: C. D. Flanagan, C. D. Hamaker, W. J. Herth, B. H. Meacham, J. R. Hopkins, R. S. Mitchell, C. M.

Chewning, C. T. Duvall B. W. Ancell, C. M. Urban, R. Duvall, H. M. Crowder, H. B. Taylor, S. Scott, F. N. Jennings, R. L. Dedrick, R. W. Duncan and R. M. Foster from the general office. Now you can have an idea as to the attendance of our meeting, and the good they are doing, and you will note we have lots of members that were absent and their names never appear at the roll call. Can you give me any plausible excuse for such negligence? I am going to ask our worthy Bro. "WI" at "KO" to answer this question, Why can we never see your smiling face in the Division room? Is it because your better half cannot spare you for so short a time, or is it because you are not studying your own interest. If the former, I would suggest that you take her to some prominent hotel, and after meeting we will treat her royally to ice cream and cake. And if the latter, oh! can I think it? Wake up, wake up, and be a man, that others seeing your good works may follow in your footsteps. I have heard that we would soon lose our Local Chairman, Bro. Bentley; talking of going West to richer fields of labor. I am sorry and I am sure I can speak for the Division, and say we are all sorry, but I hope he will reap the reward he so justly deserves, and locate among Brothers that will appreciate his efforts as we have done. Now a few words in regard to our schedule. Let us try and think out the points that will be the most benefit to ourselves, and I think we should try and work up the express commission or force the express company to pay us a stated salary, say an average of \$10 per month where the commission does not reach that point; that would justify us in keeping up our hands and handling their business, and I don't think a company that wishes to do half way right could refuse such a just claim. Another thing I consider of vast importance to us and all the members in Division 40, and that is the consolidation with the B. of L. E., O. R. of C., and other trainmen's unions. I was talking to an engineer a few days ago, and he told me they had a movement on foot to this effect, and I think we should meet them half way and do all in our power to accomplish this. I feel sure it would be a benefit to us all, and I know it would place our Organization on a much stronger footing than we are at the present time. Should we then be forced to strike, not a wheel would turn, or a shovel of coal burned, until our just demands were granted. Can we accomplish this? I think we can. All we need is the get-up and push of all our members. We must stick together and work night and day to accomplish our ends. And Brothers, don't let one man do all the work, but put your shoulders to the wheel and do your part and reap a just reward.

Yours in S. O. & D.,

"PHILOMEL."

Lexington District

Again I am booked to write a few items from this district. I have a willing heart to do all I can to help fill the columns of our dear old journal, for it is the next thing to our Bible. I cannot speak too highly of our last meeting at Ashland, February 23rd. Some of the boys from the

Cinti District brought in a whole car box full of applications. This looks like the boys on Cinti District have a move on themselves. Boys, what's wrong of the Lexington string having out an organizer? I suggest we do this and I assure you in less than two months we will have the Lexington District solid as the rock of ages. We had three or four "nons" who promised to come in last month, but have not shown up with their good will to help a good cause. If every Brother will put his shoulder to the wheel and help we would soon land at the golden gates of success. It will only take courage and labor to make our Organization one of the strongest in existence. Some of the boys are very slow in paying their dues for the first six months in this year. They surely do not realize the importance in keeping their dues paid up promptly. They are also slow in contributing to the emergency fund. Why do we hesitate to contribute to a good cause?

I notice the Brothers have in mind the scab roads, "The Santa Fe and Southern." This is something very important, and we should never forget them, but continue to route all freight and passengers via some other route. If we will all stick together we will win this fight. The Santa Fe and Southern will soon realize where they made one of the dearest mistakes of their life. I am a poor night hawk, but there is scarcely a night but what some one calls at my office and inquires into routes and rates to points in the East and West. I will always ignore the scab routes. They have tried to crush us, but we are too strong for them, and will give them a Roland for their Oliver.

Born--To Bro. and Mrs. W. H. Overley, of Mt. Savage, Ky., a fine, ten-pound O. R. T. boy, a few days ago; both doing nicely.

"BILLY BOY."

Kanawha District--

At our last meeting, held at Ashland, Ky., February 23rd, I was appointed correspondent for this month, and though I will do the best I can, Bro. "G" should have known better than to have appointed such a dummy for so important a duty. Our meeting was well represented, 22 to 25 being present. Cincinnati District showed up to the largest advantage, though Kanawha District was fairly well represented. Lexington District was also represented, and I understand there was a Brother there from the Big Sandy. While we felt encouraged at the number present, we could not help but feel that we should have had at least twice the number. Our meeting was indeed interesting, and some very important matters were discussed, which were of interest to all of us. At our next meeting, March 30th, we should have as large an attendance as possible, as matters of the greatest importance will be discussed and brought before the members, so let us all make a special effort to be there. We will also have several candidates for initiation, if nothing happens, eleven names having been presented and balloted upon at our last meeting. These all from Cincinnati District, I believe, and all of them secured by our worthy Bro. Willis, who has been

doing some good work among the boys down there recently.

If we only had a "Bro. Willis" on Kanawha District I believe we would soon have all the boys in line, except those few old soreheads who will never be in line.

We hope to see Bro. "Mc" from "KX" at our next meeting. Want to talk coal to him. Think some of the "CD" boys are interested too, "Mc." "Stringy," if you don't show up at next meeting will have you disfranchised. You had better have kept that hair pin and baby shoe, you will need them. They say Bro. "B" at "GX" takes to the woods now when he sees No. 2 coming. Don't blame him after his experience the 11th.

We were wondering what caused the wires to go down and no one could use them for several minutes, but after the smoke had cleared away we learned that a few Gondolas had been gently falling on the roof of Bro. Byrne's office at Wellsburg, knocking down signal poles and caving in bay window. Lucky, Jack, you got out alive. It is a pity this could not have happened at Fair Ground. Explanation not necessary.

Several promotions took effect the first of March. To the "non," I would ask him what caused you to be promoted? Why, seniority is what done it. Who got it for you? Why, some of the best men on the C. & O. system, who do not ask something for nothing, and not afraid of a few dollars like some of you are. It is a raw shame that we cannot get rid of some of our students. I understand we have two now at Manchester, one in day time with an O. R. T. man, and one at night, staying with Mr. Ramsay, who, by the way, is no relation of Bro. "DG."

Brothers, don't forget to remit your share to the Emergency Fund, as this is a very important matter and should not be overlooked by you. To the stay-at-home Brothers I would like to ask them if they cannot arrange to get to lodge at least once in six months or a year? We have Brothers that come 130 miles, yet you go along, simply pay your dues and read the journal, and possibly never ask a man to unite with us. This is not the making of a "true blue" O. R. T. man. No, indeed; think of your obligation you took, and think what it was. It is quite amusing to hear the different excuses some of the "nons" give a man when you approach him on the subject of O. R. T.ism.

Our meeting on the 23rd was simply a hummer; let's see if we can't duplicate it or have a better one this month. To the Brothers on Lexington and Huntington Divisions, we would like to have more of you with us each month.

W. M.

James River, Division 7—

The Mountain and Allegheny Districts held their monthly meeting at Clifton Forge, Wednesday night, Feb. 20, 8:30 p. m. till 12:30 a. m., thirty members being present. All the boys seemed to be quite interested in this meeting on account of getting a new schedule, which I hope won't be very long. Some of the Brothers made very good talks, which were enjoyed by

all. Other important business was transacted, which we were interested in also. Some of the Mountain boys had to leave on No. 2 and our meeting came to a close. The boys from the River expected to get back home by 7 a. m., but on account of trains being late getting out we didn't leave until 5 a. m. on a stock train, but this don't stop those who are interested in the Order, this being the first time we have had to stay out as late as this. We had lots of fun coming home on the cow train, though, playing tricks on the boys. "GB" said some one put pepper in his eyes and old man "CM" says some one will have to give him his money back, as he couldn't sleep in the lower berth. Boys, you don't know what you miss by staying at home. You certainly ought not mind going once a month. We always have a good time going and coming, and especially in our lodge room at Clifton Forge.

Some of the boys joined the Buffaloes in the little ante-room on No. 9 and say they wouldn't take \$10 for it.

Dick says he is all right now and thinks he could take his little West Virginia girl at any time.

Now, boys, don't stay at home and miss all the fun, but come to the meetings and enjoy yourselves. Just once a month; you certainly can do this if you try, and I am sure you will never regret it. If we are a little late in getting back to our places some times, we are well paid by staying late and listening to the important business which is put before us by the General Chairman and others.

As I haven't seen anything in the journal for some time in regard to the boys along the Pike, I will place them as near as I can. Starting at Gladstone we find Bros. Atkinson and Crowder hard at work getting trains out of the yard.

Next stop, Riverville, Messrs. Barksdale and Sutherland, O. S. Q. trains.

Mr. "S" says he must have the wire for 17 and 18, but he don't get it every time.

At Walker's Ford, Bros. Maupin and Stinnet. "HP" says the agency is right heavy nowadays.

We come to Stapleton, where we find Bros. Marks and C. H. Corstaphney. "CQ" says he's going out hunting on Sunday before long, but not after game.

At Joshua Falls, Mr. Hunter keeps the ducks on the go and works 36 hours occasionally while Henley runs up to Rm. to see the pretty little girl.

At Tigree, Bro. Turner and Mr. Vassuer. "GB" says the dispatcher is right hard on a fellow sometimes.

At Twelfth street, Lynchburg, we find Mr. Burks going all the time, while Woodruff is telling the yardmaster where the trains are on the phone.

At the Southern Railway crossing Bros. Bentley and Landrum are throwing levers.

We stop at Reusens and look at Sister Crane, while Bro. Watts puts up the lamps.

At Alert Bros. McClung and Vest.

At Peach, Bros. McClung and Hendrix.

At Coleman, Miss Monroe bills the freight; at Waugh, Bro. Hamilton and Mr. Jordan. "J" is a warm member on the wire and contends for the circuit too much. Bro. "H," see what you can do for him.

At Big Island, Bro. Thomas looks after the agency.

At Major, Bro. Scott works days, while Will Woody sleeps most all night.

At Snowden, Bros. Harman and Williams, two fine old boys, but gee whiz, if old "JE" isn't hard to raise I'll give it up. There must be some attraction down about the bridge.

Now we run right into Balcony Falls, where we find Bros. Campbell, Stratton and Carstaphney. How did you like the ride on the cow train, "HR,"? I "13" "JX" bought him a farm at Fancy Hill a few Sundays ago. When do you expect to start in the business, boy?

At Glasgow, Bro. Dunlap handles drummers' trunks, while Bro. Burns reads all night. I "13" Bro. "D" got in a scrap a few days ago and got knocked out in the second round. What's the trouble (Bear), can't you fight?

At Greenlee, Bro. McNair stops the freights, while Mr. Probst works nights. The old man, "P," says I don't give 17 and 18 unless you sign.

At Gilmore Mills, Bro. Seal ships flour, while Mr. Hasset signs up at night.

We will run by Alpine; afraid we'll get killed if we stop. Just look in the door and see Hammit cleaning the guns up. I "13" he has 5. Breeder works nights and talks to the little girl most all day.

At Indian Rock we find Mr. Sandridge always busy.

Buchanan, Mr. Stone, working agency. Mr. Rogers, day operator, and Mr. Hanes working the night trick. I "13" Billie is coming back with us before long.

At Springwood, Bros. Mitchell and Young, both fine men, but the old man, "CM," says he don't like the cow trains much.

Burks, we find Bros. Hunter and Johnson. "H," how long will it be before we get the cigars.

At Eagle Mountain, Mr. Fletcher is working the agency. Barbee, day operator, and Probst, nights. Can't you all come back with us?

At Haden, Bro. Steele, working days, and a mighty nice boy, too. Mr. Ogg working nights.

At Glen Wilton, Mr. Okey is all the time calling for the clock, while Burkholder holds down the night trick. "DX," we would be real glad to have you join us again.

At Iron Gate, Bro. Wood has lots of agents' work to do. Bro. Miller working days and Mr. Grubbs pulls the levers at night.

At J. D. Cabin, Mr. Acord and Ayers have 18 levers to handle.

Now we all come into the town of Clifton Forge, "FZ" yard office, where we find Bro.

Marks and Mr. Jarver working days and Harry Phillips nights.

This ends my little story. Hoping to see a long piece in our next journal from some Brother who knows more about this business than I do. Boys, come out to the meetings and get your money's worth.

Yours in S. O. & D.,

CATY.

Georgia Southern & Florida Ry.

Through a mistake, your correspondent took a "trunk" instead of the "grip," and news will fall rather shy for this month.

We are glad to see our Chief "T" back at the key and sincerely trust he has fully recovered from his illness.

Bro. Thompson had the honor of working first trick during the absence of Bro. Scott, and Mr. Manson working third trick, while Bro. Gibson, from "DA" held "GS" down to a finish. Was it hot, "ED"?

Bro. Nance, "N," has been off, sick, but back with us again; glad to see you, Nancy.

Bro. Crawford, "X," at Unadilla, is still with us, and as good as ever.

Bro. McCranie, at "FN," is visiting Sparks very often nowadays. What's up, "MA"?

Bro. Ruff, "D," still at Vienna, with nothing to do.

Bro. Southall, "S," is still swinging to "Q," nights, but is not fond of the 545B.

Down the road we find Bro. Huckabee at "BN," living a high life, while Bro. Cox is not living at all. What's wrong, Cokie?

At Sparks we still find Bro. "MC" and an old veteran, too.

Bro. Sineath, "T," at Lake Park, Bro. Wilson at "FH," and Bro. Mills at "JR," holding the forts on the South end.

We learn with much regret that Bro. Nance may have to leave us on account of his eyes, which are failing very fast. We lose our best man when "N" goes, but success to you, Nancy.

Bro. Stephens, "S," still at "MS," and always easy to be found.

Wanted, the address, age and name of the man that has not had the "grip."

Well, having been off sick, and not hearing anything exciting, will stop on this.

CERT. 250.

Canadian Pacific Railway.

Fort William and Winnipeg Divisions.

The "typo" evidently found my "copy" hard to read last month, as he had several of the names mixed, but I'll help him out this time, and use the "mill."

Quite a few changes along the line since I wrote last month.

Bro. Uren has been in Montreal, on O. R. T. business, for two weeks; no word yet as to what happened, but it's sure to be right, when "W. J. U." was there.

I was very much surprised, a few days ago, to

hear Bro. O'Neill, at "NA," offering to work hours contrary to our schedule, and all because the waiting room door must not be locked at night, account of passengers for the late trains.

Bro. Bonewell from "AD," took a whirl out of "S" office last week, but I hear him back home again. "No place like home," if it is only a box car, eh, "BO?"

Bro. Hill at "CS" is another Brother who works hours contrary to schedule. How is it, Brother?

Four or five different operators at "GN" this last month, a couple of them new men. Bros. Dumas and Kevin are holding it down at present.

Bro. Picken, agent at "HA," is away on sick leave, relieved by Bro. Robinson, from "GO."

Bro. Hodgins, at "K," is mourning the loss of his night man, but cheer up, "J," Bro. Clinton will soon be back now.

Bro. MacDonald is day operator at "RS" now, Bro. Russell having obtained a transfer to the Crows' Nest Division. I "13" he is agent at MacLeod. Andy will the "art." there, as he is a great favorite with the ladies, and there are one or two to spare at "RS," too. But you must not expect to become a hero, Andy, Bro. Gould was there ahead of you, and "DU" is a winner every time.

Bro. Fulmore, agent at "YD," was a victim of la grippe, for a few days lately, but is on duty again. Bro. Dumas relieved him.

There is altogether too much Sunday work done on this Division, and I think something ought to be done to curtail it. Surely, if gone about in the proper way, a great improvement could be made. Let us put our shoulders to the wheel, Brothers. In these slack times, there is no reason whatever why we should not get Sundays off, say every other station, every other Sunday; what a relief it would be. I tell you 365 days a year, twelve hours a day, is no "snap," even if our work is not very heavy, it is mighty tiresome, and a Sunday off, now and then, would make such a difference. Would like to hear from some of the Brothers on this subject.

"SLIM."

Western Division—

In looking over THE TELEGRAPHER, I see our section is nearly dead for scribes, and will try and give some of the changes of late.

Bro. Giffin, of Altona, has been transferred to McGregor; a good promotion, "H."

Bro. Hewett, who has been pounding brass at the penitentiary town for years, is now holding the same position at Holland.

Bro. H. Fraser, of Nesbitt, is now holding down Manor, a new station on the Pipestone extension.

Bro. Harris, of Forrest, now holds Clearwater, Bush being moved to Arcola, another new station on the Pipestone.

Bro. Sproule, of LaRiviere, has returned with his family from Ontario, where he has been spending a well earned two months' vacation.

Bro. Hogg, late of Reaburn, but who has been stationed at Altona last few months, not being

satisfied with the climate, has returned to Reaburn, Bro. Whitla, of Snowflake, succeeding Bro. Hogg at Altona.

Bro. Stewart, who has held down Souris since the opening of the road, is now retiring and going info business at the same place. We all wish Bro. Stuart success. Bro. Wells, of Wapinka, succeeds Bro. Stewart.

Bro. Coleman, of Elva, has been transferred to Glenboro.

Bro. Fraser, of Austin, made a flying trip to McLeod, but not being satisfied with the place, returned to his old post.

I think I have enumerated all the late changes; would like to see some other Brothers scribe from the Western Division.

CERT. 53-54.

Cariboo Section—

Manager C. A. Sherr leaves on March 1st on a three months' vacation for New York city, Chicago and other places in the United States.

Operators on the Dominion Government (Cariboo) line, are:

Clinton, A. Labourdais, assisted by Mrs. Labourdais.

115 Mile House, J. D. McIntosh.

150 Mile House, Bro. S. T. Hall. This will be the relaying office for the new Quesnel-Forks and Horse-Fly line soon to be constructed.

Soda Creek, Bro. C. H. Smith, "a contented man," because he knows a good thing. Chip visited his old home in New Brunswick some time ago, being relieved by Mrs. Smith. There was no puncture in the pay checks as is usually the case with most of us when we lay off.

Bro. J. E. Bowron, the traveling operator, is now visiting in Seattle. Any more "splendid Klondike investments," Ed? Don't blame us—we told you so.

Quesnel, Sister Alice Bowron. No better operator on the line, being very popular, both officially and socially.

Stanley, closed for repairs.

Barkerville, J. Stone, operator, postmaster, customs collector, coroner, express agent, justice of the peace, insurance agent, book agent, dog-tax collector, and other things too numerous to mention.

Lilloet, S. A. McFarlane.

Pavillion, W. Cumming.

The new Klondike line, it is expected, will be completed by July 15th, when a number of operators will be required to handle the business, which it is expected will be heavy. A number, however, will be used in keeping the line open, doing combination work.

Cascade and Thompson Sections—

Business is beginning to start up over the road now, and three steam shovels will be at work soon; in fact, steam shovel 3962 is working in Hammond Pit, nights, "Scot" Allan playing the "owl," Bro. Boulter doing the same act at Westminster Junction, but leaves us on the 1st of March for his coal claim near Midway, B. C.

Good-bye, "BO." hope you will be a rival to "Lunsuir."

Bro. Sutherland, "IR," is back to his desk at Mission Junction, after a severe attack of la grippe. What did you use for a remedy, "Suth?"

Mr. Greer relieved "IR," but is down with la grippe now in Vancouver.

Despatcher Barker, "Bobs," has the best line of shoe-laces in Vancouver. Ask "Scot."

Bro. N. S. Fraser, for some time relieving despatcher at Revelstoke, is now depot master at North Bend, Bro. McHaffie, day, and Harvey, nights, Mr. Thomas taking Mr. Greer's place at Spence's Bridge, nights. Get this man "under your wing," Mr. Maxwell, please.

Many thanks to Brother Sherr for the Cariboo paragraph, but where are Oprs. "Billy" Fraser and Proctor? The former went up on that line in the spring, and the latter in the fall. Keep me posted, Charlie?

More news next time.

Rumors are afloat that we are to lose our general superintendent, but no particulars to hand.

CERT. 1291.

Mountain and Shastacap Sections—

Bro. Tripp, night operator, Field, has secured a position as stock exchange operator at Vancouver.

Bro. Broderick, operator, Clarwilliam, has been promoted to be night operator at Field.

Bro. Johnson, extra list, has been appointed operator at Clarwilliam.

Bro. Phillips, lineman, Field, has been transferred to Sicamous Junction.

It is rumored that Supt. Duchesray will go to Vancouver as general superintendent, Mr. Marpole going to Winnipeg as general superintendent. Mr. W. Downie, superintendent, Vancouver, has been appointed general superintendent Kooteraay lines.

It is to be hoped every member on this Division has remitted his dues for the current term. Sympathy is all right, but it is not substantial enough. We want legal tender. In fact, just like a certain clergyman whose salary was several months overdue. He called a meeting of the church members, and addressed them, saying, "Of course, the labor is a labor of love, and love is tender, but it isn't legal tender." Neither is sympathy.

CERT. 744.

O. & Q. Division, Montreal to Toronto—

Seeing some of the Brothers have started the ball a-rolling on our Division, will help it along.

There have been considerable changes in the last few weeks and I will try to follow some of the boys.

Bro. Hughs, Claremont, is off on sick leave, relieved by Mr. Preston.

Bro. Ashby, of Peterboro, nights, moved to Vandreuil, Bro. Cress, relieving agent, taking days, Peterboro, and Bro. McHugh, nights.

Bro. Patterson, of Perth, nights, has been moved to Cent. Ont. Jct., nights, on account of

Bro. Weaver having resigned. Sorry to lose you, Harry.

Bro. Timmerman, Ivanhoe, is on the sick list, relieved by Bro. Carley, and Bro. Jenkins keeps the boys awake nights.

Bro. Atkinson, "spare dispatcher," has gone West for a few holidays. Wonder what attraction there is in Belleville for Frank? Also Bro. Thompson?

We are glad to see the "Snow birds."

At "MW," "KN" and "TY" have settled down after their siege in the drifts.

We hear Jim had to put matches under his eyelids to keep them open.

It is understood Bro. Barnes is in training to fight a 20-round contest with Bro. Seese "on St. Patrick's Day in the morning."

Mr. Dunn, "KR," has a hard time killing mosquitoes.

Bro. Taggart is off on vacation for a few weeks.

Would like to see Mr. Nicbl and Robins, Norwood, Mr. Robinson and McCormick Man-

vers in line with us, and would have this division pat. Get in line, boys, there are only a few of you left. W. G. Reaburn, Local Secretary, will be pleased to furnish any information you require, or drop our Local Chairman a line and he will answer all questions promptly.

A few words on the Sunday question: I quite agree with Cert. 627 about Sunday labor, but the only way I see possible to reduce Sunday work would be for us monthly paid employees to stick to the O. R. T., build it up, and petition the company for extra time for Sunday. The C. P. R. is a long stretch of rails, and there would be great delay, both to shippers and the company, to shut down on Sundays. Let us hear some other Brother's idea of this matter.

Another matter I would like to air is the "Express." I think we should have 10 per cent over the entire C. P. R. Some of us have considerable Manitoba business and when only 2½ per cent is paid, it don't encourage us to work up this business.

There are several matters of interest which should be looked into, and I think we should call another meeting, as it is a great help to the Order.

Yours in S. O. & D.,

CERT. 695.

Cincinnati, Hamilton & Dayton Ry.

Division 21, O. R. T., held its regular meeting in B. of L. E. Hall, 14 South Jefferson street, Dayton, Ohio, Friday evening, February 22, 1901, Bro. Wenk in the chair. A considerable amount of business was transacted. Two Brothers brought in five new applications. Bro. Wenk read the minutes of the Federated Orders, and explained them fully as he went. There seems to be good prospects for the telegraphers if each Brother will do his duty and secure new members. We have taken in about fifteen new members in the past sixty days. The target system is a great thing.

but is not being lived up to by the members present at the December meeting, when Bro. Perham was present and explained its workings. Division 21 has asked for an organizer, and he will likely be among us in a few days. Let every Brother assist him all he can, as we wish to have the banner Division east of the Mississippi River. What excuse have you Brothers for staying away from these meetings? They are all worth your time. If you do not take any interest, how can you expect others? It's the telegraphers that make the O. R. T. your old hold-by. It has not been so many years ago you worked for \$35 per month. Now you draw more. Who secured this increase for you? O. R. T., of course. The Secretary and Treasurer will in a day or so get out a circular letter, and it's your duty to read carefully and comply with the wishes of the Division. If you do not, then do not blame anyone but yourself. Act promptly on this matter, as it does not interest only one, but all of you. Division 21 will hold its next meeting in Dayton about the middle of March. Let every Brother that can possibly get away attend this meeting. You will be notified in plenty of time to secure transportation.

Lima Division—

Bro. Kemp is the whole thing at "CV."

Bros. Cashner and Zink hold forth at "BK."

Bros. Sullivan and Curtner help business along at Anna.

Bro. Shine was in Dayton the 22nd. You promised to bring that new night man in, Jim. What's up?

Bros. Gerstmyer and Brown are kept very busy these days at "RY."

Bro. Kessler, nights, and Bro. Davis, days, at "US," both kept very busy, but think one of you should ride twenty-four miles a month.

Bro. Chase, working extra on this Division. Hope you will get in next month.

"Foxy" just returned after ten days. No attorney's fee in this case.

Mr. Boyle, of L. & N. Ry., is doing the nights up at "BC." He is an old-timer and a strong B. of R. T. Brother.

Mr. Neice, an old-timer, well known to us all, did "BC" up fine a few nights ago. Look out, Brothers, for him. He's no good.

Div. Cor.

Toledo Division—

Toledo is manned by Brothers Batchelder, Smith, Hodgen, O'Brien, Burgoon and Gillwicks. Couldn't be any better.

Bro. McNalley at "P," says too for the Dayton.

Bros. Connley and Roe held forth at "W." Bro. Connley says the distance cuts no figure.

Bros. Miller, McFarland, Maddigan and German hold forth at Leipsic.

Bro. Kellen, of "CG," made his appearance this time. Come again, Brother.

Bros. Coffey, Heckford and Gillett, same old figures around Lima.

Bro. Ford says he will get his night man, sure. Where is he, Jim?

Bro. Hill seems to be very busy at Custer.

Bros. Mortz and Mortz hail from Cairo.

Bro. Metz is doing up "RD," nights.

Bro. Vietsch holds forth at Belmore.

Bro. C. Jacobs keeps books at Bays, with Bros. Caldwell and Blankenbaker down the line a little further. Get those two or three "nons" on your Division, Brothers. Div. Cor.

D. & M. Division—

Let me see if I can line up the boys: Bro. Bushward is still at "DY," and handles things in good shape.

At "BC" there is the same old Fox. "13" he served some time not long since "to bad."

Davis and Kessler at "US," sa:ge as ever. Say, Kessler, why didn't you attend the meeting?

Gerstmyer and Brown at "RY." What was the matter, Brown, couldn't you find the hall?

Shine at "D," have you got over your nap yet? Oh, say, how's my girl Jessie at the Sharp House?

Curtner handled the "31s" at "N" while Sullivan went to the meeting. Sorry we couldn't stop for the sausage; wanted to send some to Dick.

Cashner at "BK." Sorry you didn't get down. Brother, what was the trouble?

Kemp is still doing the "biz" at "CV."

Bros. Coffy and Martz handle the "31s" and consists for both divisions at "NY."

Killen and Chase at "CG." Glad you got down, "DE."

Ford at "J." "13" he was detained by important business on the 22nd. We missed you, "FO."

And now we come to Miller and McFarland at "XN." Sorry neither of the Brothers were on hand, and Mac does love "pig's feet," too.

Liggett and Metz, two good men, at "RD."

Roe and Connolly at "W" handle "31s" and do the dispatching on the branch. "CO" generally gets to the meetings, even if it is a long way to Dayton.

Smith and Hoglen still at "KY." "SM" worked this time while "HN" went to the meeting.

Sorry Burgoon was not with us this time. "13" he lost his pass when it was too late to get another. He's a "pigs-feet" man, too.

Batchelor still at "FS." What's the matter, "B," that you don't get to meetings? You are sure to have a good time.

One word more, and I'll be done. The Brothers, some of them, are rather slow about paying their dues. Don't forget, boys, this is an important part of the ceremony, and cannot be dispensed with. By the way, I have not paid mine yet, but am going to send it in this very day.

Yours in S. O. & D.,

"PHILLAM,"

Cert. 159.

Elizabeth Division, No. 74

There was a special meeting of Elizabeth Division, No. 74, O. R. T., held at Port Graw, N. J., February 24, 1901. Members were present from along the main line, and from off the High Bridge branch. We also had members present from the "Lackawanna System." The meeting was called

to order at 2 p. m., with Chief Telegrapher, A. K. Gerry, in the chair.

We had a very interesting meeting, and I was sorry there were not more members present. I would like to have seen Bro. Afgan, from "IF" with us, but I "13" it was impossible for him to do so. Never mind, "C," we hope to have the boys with us again in the near future, when we hope you will grace the lodge room with your presence.

The Division intends holding a ball at High Bridge, N. J., in the course of a few weeks. Bros. Lance, McCarty, McLean and Force are on the committee to make all arrangements, and the boys may expect to hear from them very shortly.

Our worthy friend, the "Deacon," expects to leave this town soon to new fields of labor, where he claims there is more attraction. Here is success to you, "Deacon," and keep your eye open for "fried onions."

"JW" from "KN" did the right thing Sunday, by becoming a good O. R. T. man. I understand the membership of Division 74 is steadily gaining. Help the work along, boys.

Bro. Kelly topped the "Climax" when he gave up his chair at the dinner table.

We understand one of the Brothers contemplates becoming a "Mormon," when he will send for our future "Justice of the Peace" to come and pay him a visit.

My right bower, the "Boxer," evidently thought there was "something doing" Sunday. That's all right, "WR," come again.

Well, boys, I hope we will have the pleasure of meeting together on the High Bridge branch again soon, when the weather is warmer.

CERT. 468.

Pennsylvania Railroad.

A Unique Ball Game on Pittsburg Division—

This game was played Monday evening, January 28, 1901, on home grounds of Pittsburg Division of P. R. R., located at Pittsburg.

The final arrangements for the game were completed Sunday evening, January 27th. The game was unique from the fact that only five players composed the team, and as each player reached a base he would retire and leave the way clear for the next player. Manager Allenbaugh being so confident of the exceptional qualities of the players that he deemed umpire, basemen and fielders unnecessary. With "WA" in the box and the old stand-by, H. W. Wick (extra man on the switches) at the bat, the game was called at 7 p. m. Pitcher Allenbaugh delivering one of his famous single curves, seemed to puzzle the batter for a second, but Mr. Wick composed himself and made a fierce lunge at the ball, sending it high in the air.

The spectators were then treated to an exhibition of sprinting, while the pitcher in the meantime was waiting for the ball to drop in his hands. Although "CT" had fixed his eyes on third base he was compelled to stop on second base at "WG" tower (12 hours at night), which he is now holding down to perfection. Next man at the bat was J. H. Green, formerly third trick

man at East Liberty. After noting the swiftness and puzzling effect of the ball, "XA" thought it would be an easy task to bat the ball far beyond the pitcher and make a home run, but when "WA" saw the batters were reaching the single curves he changed it and sent in one of his freak double curves, and "XA" batted wildly, the ball passing him and striking the back-stop with force enough to cause it to return to the pitcher's box. One ball being called, the batter made a determined effort to reach the second and in so doing made a brilliant hit and sent the ball far into center field. While "WA" was hunting for the ball, Opr. Green landed on third base at "N."

Next man was Opr. Amend. Now, you have heard of almonds and almond eyes, but this is E. J. Amend of the night force at "GH," 10 p. m. to 8 a. m. The batting and running of "VR" was fair. After striking a foul and having two balls called on him, he reaches one of the double curves and sends it right over the pitcher's head. "WA" jumped high in the air, but could not reach it and "VR" reaches third at "SZ" in safety.

Just then a mighty shout went up, and even the girls waved their hats. Last, but not least, comes L. A. Zentmyer from "SZ." "ZA" having belonged to the team for eight or ten years, had much the advantage over the younger men. This alone accounts for his exceptional fine playing. Mr. Zentmyer knew just exactly the kind of ball he would have to bat, as he had seen "WA's" arm assume the same position many a time. The first ball was sent flying all over the field. The spectators describe it as something thrilling to see "WA" after the ball while "ZA" was speeding for third base at "CM." The girls simply went wild to see Lloyd make this play. The old men blew their tin horns while the dear old maids became so excited that they removed their hat pins and thrust them into the sides of their bachelor escorts. Thus endeth the first half of the first inning of the first game of 1901.

MASCOT.

Pittsburg Division:—

Ex-Opr. J. M. Witt has resigned to accept a position as clerk with a clothing firm in La-trobe. "MQ" says he likes it better than pounding brass at "IJ."

Moodie Hall, the efficient operator from New Florence, was attending to business in Greensburg last week. Allow us to congratulate you, Moodie, push the good work along.

Jessie Morgan, second trick operator at "DM," was calling on friends in Greensburg last week. What seems to be the attraction, "JM"?

Day Opr. H. Long, at Packsaddle, has been off sick for some time, having overheated himself—walked too fast to work. It is hardly necessary to warn most operators against overexertion.

Oprs. Troy and Smith are working 12 hours at "BN" on account of Bro. Doak being on the sick list. Charlie says he knows of some things more enjoyable than sickness.

T. A. O'Brien, R. E. King and J. C. Witt are still holding the fort at Latrobe. "OB" says the fieldglass came in pretty handy. "JC" thinks he would rather work 12 hours at night than nurse the baby. "KD," you should have taken "RE's" advice.

Moving along the line we drop in at "CY." Here we are met by James Knox Ray, who entertained us a few hours on how he railroaded when we were boys some thirty years ago. "RN" steps in and of course we put in the rest of the evening at "CY." Charles Campbell, the pretty, light-haired boy, does the sleeping act on the last trick.

Going a little farther West we meet Bros. Ruff, "Good" and "Cline," all good boys well met.

"SW" Junction we find "DF" at his old post. After a good shake John tells us of the troubles a yardmaster has. Here we were also greeted by Bros. Thompson and U'ery.

Oprs. Ryan, Murphy and Campbell were in Greensburg last week showing the young ladies how to skate. How about that diamond you cut, Jimmy?

Oprs. Monahan, Murphy and Ryan attended a reception at Derry, given by the Monday Evening Club.

Derry Station, a small town of 2500, has over 150 telegraphers and still they don't use the Incubator System.

Wonder what the Pacific Railroad Company would say if the operators who have been in the service ten years would ask for annual passes? Boys, let's hear from you on the subject.

Bro. M. S. Bankert, second trick operator at Wilkinsburg, resigned, resignation to take effect March 1. Bro. Bankert has been a faithful servant to the Pacific Railroad, having seen almost twenty years' of continual service in the telegraph department. The boys will be glad to learn that "MS" steps into a fat position with the New York Gas & Coal Co. Our best wishes go with you, "Mert."

Mr. Cunningham, an old employ of the Northwestern, will hereafter be found on the Pacific Railroad. He is now posting up on the work at "BU." We hope to be able to give him the glad hand ere long.

James Hamlet, one of the "OD" dispatchers, is taking a much-needed rest. Mr. Hamlet will visit the sunny South before returning to duty.

Al. Harvey will return to "GZ" in the near future. Mr. Harvey has been working in "OD" for several weeks. "AH" says there's nothing like the mountain air, and quite good enough for me, "thank you."

Homer Burbick, second trick leverman at "BU," was called to Wellsville, O., Feb. 9, on account of the sudden death of his brother, which occurred at that place. Homer has the sympathy of the entire fraternity.

The many friends of M. S. Tarnier will be sorry to learn that he is again off on the sick list. Bro. Tarnier has had his share of sickness, having just returned after a four-months' siege

of fever. Hope to hear you rattle the key again soon. "Mike."

E. J. Amend, operator at Wall yard, has been given the third trick at "SZ" Stewart. We "13" "EJ" will shortly take last trick at "WK."

Boys, when you come into the lodge don't forget to bring some news along. We never refuse a scoop along that line.

Yours in S. O. & D.,

TRIXIE.

Michigan Central Railroad.

Canada Southern Division—

I looked in vain, in the February issue of THE TELEGRAPHER, for something from this pike, but failed to find anything. Boys, come, get in the game. Surely you can write a little, and help keep the ball rolling. What is the matter with starting at one end of the Division, or the other, and each man in his turn, write something. You can help that way if you will.

Before I go any further, I would like to say a few words to the "nons" on this Division. Do you ever stop to think where you are at? Do you forget that you are employes working for your living, the same as the trainmen, engineers, firemen and switchmen on this road? Is not your position as operator just as responsible, if not more so, than any conductor's or engineer's? And do you get anything like the salary that they do? Are you satisfied to sit idle, and make no move to better yourself, and at the same time help others? You all know that the trainmen, engineers, firemen and switchmen, all received a substantial increase, which they never would have got if they had not been organized. Suppose these employes had remained unorganized, and half of them refused to join any order, and give the excuse that so many operators on this Division give, that the Order has never done any good, and for us to get an increase and show them that the Order is O. K., then they will come in—where would they be now? Drawing their forty per month, the same as we do. You all would be willing to accept five or ten dollars a month increase, wouldn't you? Then why not help get it? Even if we could only get one dollar a month increase, we would be ahead of the game. The operators on the road west of Detroit, asked for an increase, and had no trouble in getting it. It would be the same with us; all we would have to do would be to ask for it. But you may be sure we will never get anything if we do not ask for it. The company are willing at any time to meet a committee representing seventy-five per cent of the operators on this Division. There is no use trying to do anything if we do not have the majority of the operators in the Order. Why not come in, then, and help us get seventy-five per cent? Suppose we could get an increase by sending a committee representing fifty per cent of the operators, would you "nons" feel as if you were entitled to it if you did not help get it? I don't think you would. If you would not join the O. R. T. before you got the increase, you would never join it after. Again, some operators say the dues are too high. The dues amount to seven dollars a year, not quite two cents a day. I do not

know how much lower than that you would want them. For my part, I think it is worth the price of the dues alone to be able to carry an up-to-date O. R. T. card in my pocket.

I do not think any road can claim a better set of officials than we have, and the way they treated the trainmen, engineers and others, when they sent their committees to Detroit, should be enough to show you they would treat us the same way. Now, boys, wake up; join the O. R. T., and see if you will not feel better. I am anxious to see the Canada Division of the Michigan Central numbered among the scheduled roads, and I think if you will come in and work for the upbuilding of the Order, and for the interest of our employers, we will have no trouble in accomplishing our purpose. Remember, boys, where there is a will, there is a way. We are getting new members right along, but we still have room for lots more. So come on, boys, don't put it off any longer, come with us and help others as well as yourselves. Hoping that some of the other Brothers will take a hand and help out, I will cut out, and if the goat does not get this I will come again and try to give you something more interesting next time. CERT. 33.

New York Division, No. 44.

Long Island Railroad Notes—

Bro. C. P. Bleecker, the "owl" at "BJ" tower, has taken up the study of palmistry and acquired several degrees. He is a professor of physical culture, and has received numerous flattering offers for his services from various academies, also a prominent university. Bro. Bleecker intends to open an office on Fourteenth street, New York city.

Bro. J. H. Loving is now domiciled in Zanesville, Ohio, and employed by the B. & O. R. R. "VN" extends his "73" to his numerous friends in this locality.

Bro. J. T. Reese has taken a civil service examination for a position in the postoffice department, and succeeded in attaining a high and creditable percentage.

Bro. Alvah Bailey, who is at present managing the Grant Park Hotel, at Valley Stream, L. I., entertained a number of the boys at his popular hostelry on the 18th inst.

Chairman F. M. Capach, of the Ball Committee, is busy making the final arrangements for our first annual ball.

Bro. T. J. Stack, J. V. Luckett and C. G. Curtis received artistic valentines from an unknown friend. It is apparent that the missives are very costly, as they had been made to order, each one bearing the countenance of the happy recipient.

The first annual ball of New York Division, No. 44, will be held on Tuesday evening, April 16th, at New Eckford Hall, cor. Eckford and Calyer sts., Greenpoint, Brooklyn, N. Y. The above hall is about ten blocks from Long Island city, and can also be conveniently reached from Twenty-third Street Ferry, New York city. Every member should do their utmost to make this a grand success, both socially and financially. The final arrangements are now being made, and from all indications it will be

a grand event. Come one, come all. Tickets, 25 cents, admitting gentleman and ladies.

Bro. J. H. Dooley was elected First Vice-Chief Telegrapher of Division 44, on the fourth ballot, at our meeting on February 6th. Bro. H. W. Grassmyer was elected Second Vice-Chief Telegrapher, and Bro. O. A. Hudson was appointed Past Chief Telegrapher by Chief Telegrapher T. A. Gleason.

The following members comprise our Board of Adjustment: J. H. Dunlap, F. F. Beale, H. L. Hedger, A. F. Heller, T. J. Stack, C. G. Curtis and H. W. Grassmyer. This is probably the best representative board ever selected by this Division.

We learned with much regret of the death of the father and mother of Bro. J. F. Hinterleiter, late Secretary and Treasurer of this Division. Division 44 extends condolence to the faithful Brother in his sad bereavement. Bro. Hinterleiter is now at his parental home in Kutztown, Pa.

Bro. R. D. Mathews is now employed on the Intercolonial R. R. at North Sidney, C. B. Bro. Mathews is always on the jump, and we would not be surprised if we would soon locate him in the wilds of Africa, and really such are his intentions.

Bro. Franklin Newton is holding down Myrtle Avenue tower at present.

All members who have as yet not paid their dues for term ending June 30th, should remit same without fail to Secretary and Treasurer, H. E. Regensburg, Long Island City, N. Y.

President M. M. Dolphin attended our meeting on February 6th, and was well received by many of our enthusiastic Brothers.

We solicit notes from all parts of the Island, and wish to give all due recognition in THE TELEGRAPHER. Send your notes to Secretary H. E. Regensburg, or to our Division Correspondent, D. J. Deasy, Jr., 157 Eleventh street, Long Island City, N. Y.

We are sorry to hear that Bro. Curtis is going to leave the L. I. R. R. "C" is going to apply for the position of principal of the Long Island City public school, and we are positive that his appointment will be made if the instructions he received at Liberty avenue are not forgotten before his examinations.

Bro. Doty is with us once more. He is working at "AF" in Mr. Buckingham's ("The Duke") place, who is off on a vacation.

Bro. Zeek promoted from Flushing Bridge street, nights, to Bushwick Junction, days.

Bro. H. P. Nicholson, formerly relief agent, has resigned his position and is now with Manhattan Elevated as agent and operator on Sixth Avenue Division. Sorry to see you go, "Nec."

Mr. Jas. E. McCloskey, formerly with Manhattan Elevated, and an old C. of N. J. despatcher, relieved F. W. O. Levesky at night towerman at Glendale Junction. Mr. McCloskey was for many years an honorary member of Newark 118.

The Oyster Bay branch is still holding its own as one of the best organized on the pike. An O. R. T. man to every mile and a half of steel, with Sister Hammond holding the gate at "NS," and Bro. Hayes at "EW."

Mr. John Streater has accepted day trick at Hollis, as he claims night work interfered with his

training. We "13" that he will shortly enter the squared circle as one of the exponents of the manly art. It is also rumored he has challenged Ed. Dunkhorst for a ten-round go over long distance telephone.

Bro. E. F. Bergin, "owl" at Floral Park, is attending the New York Business College during his spare hours.

Bro. John J. Conniff still holds forth at Jamaica, days. Jack is a good boy and well liked by every one.

Bro. Thomas White, operator at Morris Park shops, spends his spare hours flirting with the girls in "195." Wonder who sent that Valentine?

Wonder why "Freddy" didn't see that freight?

Mr. I. S. Fisher, "owl" at West Richmond Hill, is studying for the ministry and contemplates going as a missionary to the "Boxers" in China. 'Spouse "RC" and "JD" hope so, anyway.

Mr. W. Snyder took a flying trip to Queens on his night off, renewing old associations, and incidentally making a few new ones.

Mr. W. A. Speelman, formerly operator at S. H. Bay, is now with Manhattan Elevated at Forty-second street and Sixth avenue.

Bro. Collins (old reliable) is still signing orders at "AC."

Bro. G. P. Alrutz, agent at Berlin Siding, relieved; relieved by Bro. A. Best, from Bushwick Junction.

Bro. Elwill promoted to agency at East New York, vice J. H. Loomis, deceased.

Mr. Teas, agent Hyde Park, relieved by Elwill at Freeport.

Bro. C. A. McCord goes to Hyde Park.

Bro. J. E. Howe is quite a reader; he usually buys three papers every evening. Say, Jim, do you read them all thoroughly, or is it because you love "Mac?"

Bro. F. A. Dunning recently spent a couple of days visiting friends, and reports a pleasant time. Bro. Dunning is at present "owl" at Queen Street tower.

Div. Cor.

Manila, P. I., Dec., 1900.

I would like to say just a few words to any Brother who may take it into his head to enlist in the army. Don't do it. "Uncle Sam" is a fine old gentleman to work for, if you don't put yourself into his power. But once you "hold up your hand" and take the "oath" to serve him and his taskmasters, you have, so to speak, sold your "birth-right," and become a slave, and even worse, for a slave has but one master, while a "soldier" is at the beck and call of every officer in the army, from a second lieutenant, fresh from West Point, to the commanding general of the army. Don't think because you are an operator that you can enlist in the "signal corps" and thus be exempt from all this. You will be more of a slave in the "signal corps" than in any other branch of the service. A man placed at a small station in the Philippine Islands, where he handles from fifty to one hundred long messages per day, is on actual duty from 7 a. m. until 9 p. m., and even then he must sleep in his office, for fear that he will be

wanted some time during the night, which frequently happens, and even that is not all. About twice or three times a week there is some trouble on the "line," often miles from his station, and then the operator has to get out and repair it, sometimes through mud and water up to one's waist. All this at a garrisoned post. When the army is on the move, then he is truly "in for it," hiping all day, fording or swimming frequent rivers, with the sun beating down on his head, as it only can in this country, with hard-tack and bacon for "chow," and perhaps nothing but a wet blanket to sleep in at night, providing he is lucky enough to be allowed to go to sleep, and is not put on "guard," or set to work telegraphing back to the officers' wives that they are all well and will be back as soon as possible. Or, perhaps, no matter how good an operator he is, he is put on a "construction gang," and set to building a line, under the directions of some "pet" sergeant who never saw a telegraph line, and consequently knows all about it. But, suddenly, he may be ordered back to "headquarters," or some other place, and with his hands all stiff and hard from hard work and handling wire, is put in an office and set to work on a wire that works like a "bucking bronco" and tries to do business with a lot of "Fortmyer graduates," who don't know the difference between a "relay" and a "spring jack," but then they think themselves the "whole push." In battle, the operator is always at the front, keeping the advance in constant communication with "headquarters." I need not say that this is a dangerous as well as difficult position. For all this, and more, he receives, providing he is a first-class private and is fortunate enough not to get part of it taken away from him, \$20.27 per month and the privilege of eating some of the government's rank bacon and wormy bread. If he is lucky enough to get a "pull," he is made corporal, sergeant or first-class sergeant, and a first-class sergeant gets \$54.00 per month, whether he knows anything or not. But, on the other hand, he is more likely to be a second-class private and receive \$15.47 per month, minus whatever some commanding officer sees fit to take from him. And if he should get on a little "jag," he is liable to lose it all and spend a month in "Billibid" prison besides.

There are some of the best operators in the world, including "Phillips Code" men, "U. P." and "A. P." men, and cable operators, working over here for \$15.47 a month.

How about you, Brother, don't you want some of it? CERT. 145.

K. C. Southern Ry., Div. No. 5.

By earnest request from various Brothers along the line, and from our genial General Chairman, I will give a few items of interest on our Division.

Bro. Chambers, our Secretary and Treasurer, reports the boys coming into the fold at a fast rate, and we have every reason to believe our Division is prospering.

In making inquiries, we find the Division well represented with the O. R. T. All of the best men are either in the fold, or are coming in as fast as applications can be filed. Below we give in detail,

as near as we can ascertain, the location of the boys from Kansas City to Mena.

At Cleveland, Bro. P. H. McTague.

Bro. L. Kershner at West Line is up-to-date.

Bro. Kidney, at Lisle.

At Drexel we have the genial, whole-souled "Dutch" Petty, who, we understand, is not in the folds, but is going to be soon. Dutch has made worlds of friends by breaking up the "ham" factory at Drexel. Now, Elmer, we want you in with us, as we are always glad to have good men join us.

Bro. Chambers, at Merwin, is our Secretary and Treasurer, and from all reports is as happy as can be, doing the work for his fellowmen. Bro. Chambers is wide awake to the interests of the Order.

Next we have our General Chairman, Bro. E. T. Nickel, at Amsterdam. It is useless to say Bro. Nickel is always doing all he can for our Order, and fills the position he holds with credit to himself.

Bro. Wyatt, at Amaret, is up-to-date.

At Hume we have Mr. Adams, days, and Miss Moran, nights.

Next we have Bros. G. H. Jerrigan at Statesburg, C. O. Williams at Richards, and W. K. Olmstead at Katy, all up-to-date. G. S. Swarts, at Swarts. Opr. Stretcher, at Oskaloosa, promises to be in line next pay day. Bros. Draper, at Burgess, and Dickerson, at Nelson, are up-to-date, and are working for the Order. E. O. Rafferty, at Asbury, up-to-date, and working for the Order.

At Neosho we have Bros. P. H. Williams and M. H. Jacobs, who are up-to-date.

Bros. Edmiston at Goodman, Higgs at Anderson, Thornburgh at Lanagan, King at Noel, Campbell at Sulphur Springs, Hines at Decatur, and Southworth at Siloam Springs, all up in good shape.

Opr. Boogher, at Gravette, is anxious to come into the fold next month.

Bro. F. H. Hilbaldy, at Gravette, is O. K.

At Westville we have Bro. Wentz, who is of an O. R. T. family, and is always found in line.

At Stilwell we have Bros. Bird, Flaherty and Opr. "SI."

At Bunch, Bro. Tryer holds forth, and at Sallisaw Bro. Platt does the day trick. Don't know the night man.

Have Mr. Child at Red Land, who is all right.

At Spiro, Bro. L. H. Stean, days, and Bro. Hines, nights.

We have a new man at Panama, Bro. Logan resigning to accept other employment.

We are glad to note Bro. Coss back at Shady Point, after an absence of some weeks.

At Poteau, Bro. Caldwell and Opr. Ducey, days. Ducey is coming into the fold this month. New night man, haven't learned his name.

At Heavener, Bro. Wentz does the act, and is always alive to the interest of the boys who are all right. You are all right, Dad.

Mr. Simmons at Thomasville, as agent, and Bro. Guinn, nights. We want to see "CS" in line before long.

Rich Mountain, the most pleasant place on the pike, has Bro. Smith, up-to-date, and Bro. Banta.

Last, but not least in the cause, we have Bros. Hooper and Anderson, at Mena, days, and Opr. "X," nights.

You can readily see we have a wideawake Division, and the boys are all working to make the Division solid O. R. T.

Now, boys, please notify each other that you are going to work for the Order at all cost, and let us all work in unison, and we will accomplish much.

Fraternally,

CERT. 154.

Born—To Bro. C. O. Williams and wife, of Richards, Mo., on February 6th, a ten-pound O. R. T. boy. Mother and child are doing nicely, and the father, well, he can hardly contain himself, and to say that he is the proudest man on the K. C. S. Ry. system, is expressing it very mildly.

Bro. W. W. Thornburgh, of Lanagan, has been off several weeks on account of the serious illness of his brother Henry, who lost his health in hard military service in the Philippines, and is now lying at the point of death at the home of his father at Amsterdam, Mo.

Bro. D. E. Chambers is lining the boys up in great shape, and the business-like manner in which he is handling things, indicates that he is onto his job, and understands his business.

Bro. W. F. Hines, agent at Decatur, Ark., has been seriously ill, but is at last reports, convalescent. He was relieved by a Mr. Bugher.

Bro. E. T. Nickle, of Amsterdam, was off a few days in February, visiting friends in Kansas City and Osawatimic, Kans. He was relieved by Bro. Thornburgh, of Lanagan, who is off now.

The somewhat notorious "ham factory" at Drexel, which has been for several years run by a man who has enjoyed the benefits of our schedule, and has persistently refused to join us, has at last closed up business, he it said to the satisfaction of many, and the position is now filled by an O. R. T. Brother, who hails from Thomasville, I. T., known as "Dutch" Petty. That's business, "Dutch," knock the "hams" out, and keep them out.

Niagara Falls Division, No. 16.

Business on the M. C. R. R. has been rushing for the past month or so, and what with severe cold weather and double the usual number of freight trains which causes unavoidable delay, the crews are reaping the rich reward of thorough organization, viz., "overtime." It has a salutary effect on their temper. I notice, too, for now the conductor will sit contentedly down and wait the pleasure of the good dispatcher for orders, but formerly the time he was waiting for orders without the allowance of "overtime" was spent in a good, big and continuous kick to the operator to "tap up the dispatcher," and see when he was going to get him out. But now, thanks to thorough organization, all that is changed, and it certainly is a great satisfaction to these men, that while they are lying in side-tracks instead of getting in home, within the prescribed number of hours, they are still earning a good fair allowance

for overtime. Well, now this furnishes a valuable lesson for we telegraphers to heed and study over—for the most of us are working twelve hours a day, and thereby putting in two hours overtime every day in the 365, for which we receive nil. Then again, at this season of the year, it's very seldom that we can get away for dinner or lunch, and so here is another hour for which we should receive an allowance as overtime—but I am not blaming the company for this. It's within our own ranks where the trouble lies, and if we are not receiving what we should, we only have ourselves to blame, and not the company by any manner of means. When I say "ourselves," I mean "the telegraphers" generally, for if we are not thoroughly well organized so that the O. R. T. could send a committee to interview our officials, and that committee did not represent all or a very high percentage of the telegraphers (and they certainly could only represent those telegraphers who are members of the body that sent them), then I say they might as well stay home. But let a committee go to them, representing all the telegraphers, and they would be met by the officials of this company as gentlemen, and without a doubt success would crown their efforts, but without such a step nothing can be done. We do not expect this company to advance our wages voluntarily, neither do we for a moment indulge in a thought of attempting force to bring such a thing about, but through a friendly conference it would be accomplished. Let all come in. Every member should secure a new one before May 1st; but I doubt if there are enough "nons" to make this possible, but every member who knows a "non" should go at him and persuade him to come in out of the cold. It will only be a short time until the opening of the Pan-American Exposition at Buffalo, then with the increased passenger traffic will come increased responsibilities, for in addition to the name of "The Niagara Falls Route," this will be known as "The Great Pan-American Route" as well. Witness the extensive preparations the company has lately been making, in order to handle, with the greatest possible dispatch, the great volume of business which is sure to come our way this summer. This will be nearly a double-tracked road through Canada, from Detroit to Buffalo, and that with the large number of new "Klondyke" locomotives and equipment, which has lately been purchased, will make this the "20th Century Route." This activity on the part of the company should imbue the telegraphers with something like a little life, and waken them up to the great fact that "eternal vigilance is the price of liberty."

Fraternally,
Div. Cor.

Norfolk & Western System.

Shenandoah Division.

Why is it that we never see anything from any of the Shenandoah Division boys? I am sure that we have a great many O. R. T. members on the Division. I am not a member of the Organization, because I am not eligible, but am very much interested in it, and am glad to help "push it along."

It makes me quite jealous to see letters from the other Divisions, and not one from ours. I am sure ours is one that we should be proud of and take more interest in. I am not much at writing, or would have written long ago, and frequently.

Our Division begins at Hagerstown and goes to Winston-Salem. We have a jolly, good crowd of agents and operators, as far as I am acquainted.

At St. James we find Mr. Spedden, who is a member of the O. R. T., and Assistant Chairman of this Division, and he is the right man in the right place.

At Antietam, Mr. Philip Grove.

Next stop is Shepherdstown, with Mr. B. Hartzell holding down the wires.

At Shenandoah Junction we find Mr. J. E. Price, agent, Mr. Link, night operator, and Mr. Bowler, day operator, all true members of the O. R. T.

Mr. M. E. Bollinger is agent and operator at Charlestown.

Every one will be pleased to know Mr. C. A. Saum (an O. R. T. member) is getting along nicely at Rippon.

Mr. J. W. Barringer is working as agent at Berryville.

Mr. Dunlap at Boyce, and Mr. McCarthy at White Post.

Mr. Ferguson is agent at Riverton, and Mr. Grimes, night "owl." These two are coming in our Order soon.

Next is an Order man at Front Royal. Mr. Harrell is the worthy agent.

Mr. Weaver is agent at Bentonville.

Mr. Vest is our courteous agent at Rileyville.

At Luray we find Mr. Ziegler as agent, Pierce as night operator, and Studebaker as day operator.

Too much cannot be said of Mr. R. J. Hamrick, of Stanley. He is Chairman of this Division, and O. K.

Then we get to Shenandoah, and find Messrs. Baker, Huddle and Baxter. Huddle and Baxter are staunch O. R. T. men.

At Elkton, Mr. R. J. Snapp is agent, Mr. C. W. Alwin is day operator, and a member of the O. R. T. The girls at "MJ" now sing: "His smiling face haunts us still."

Mr. T. A. Graves, one of the Order men, is agent at Island Ford.

Mr. Dinsmore, of Port Republic, says, 'there's nothing equal to the O. R. T.'

Next comes Grottoes, with Mr. T. L. Maupin as agent; and then Mr. Walter at Crimore, both members of the noble Organization.

We find two solid O. R. T. men at Basic, Messrs. Sheetz and Edmonds.

At Lyndhurst we find Mr. Finter.

Then we go to Stuart's Draft, Mr. Rader, another good, solid O. R. T. man.

At Greenville we must not forget to mention Messrs. Taylor and Murry, although Murry is a "non."

At Vesuvius we find Mr. Guyer.

Mr. Merritt is agent at Midvale. There's nothing like being in the O. R. T., is there?

Mr. Macomb is located at Riverside.

At Buena Vista we find Messrs. Mitchell, Moffett and Moffett. Mr. Mitchell, why not bring "the other two" in?

Mr. C. B. Bear is agent at Glasgow, and Mr. Nickell at Natural Bridge.

We are pleased to record a new member on our Division in the person of our esteemed operator, Mr. Cullen, who works at Solitude. Who is next?

At Buchanan we find Messrs. Myers and Fitch. Both belong to the O. R. T.

Mr. Leslie holds the wires down at Lithia.

Mr. Nace, one of the oldest Order men on this Division, is stationed at Nace.

At Troutville we find the General Chairman of the N. & W. System Division, Mr. Layman, also two staunch O. R. T. boys. Mr. Brown is back to his first love—"MJ"—nights. Truly, we are glad to see him. Mr. Reynolds is wearing a long face at present. Never mind, Walter, "M" will come back before long.

Next is Cloverdale, where we find our worthy friend, Mr. Lankford, who is General Secretary and Treasurer of this Division, No. 14, and a faithful worker.

At Hollins, Mr. Murray is agent.

At Starkey, Mr. B. H. Copeland, and a good O. R. T. man.

At Boone's Mill we find Mr. E. H. Birchfield, always the same.

At Wertz, Mr. Gregory.

At Rocky Mount, Chafin Custer, as cool as a cucumber, and Spielman, "owl," right up-to-date.

At Ferrum, Mr. A. L. Lemons, as agent, a whole-souled man, and a great advocate for our Order.

At Henry we find Mr. Turner, a "non," we are sorry to say.

At Bassett, Mr. R. R. Burchfield, as agent, and an O. R. T. man.

At Martinsville we find three splendid boys, Teague, Chitwood and Palmer, but they are "nons."

Next we find one of our busy members, Mr. M. W. Atkins, at Ridgeway.

At Price, Mr. Smith holds supreme sway.

Mr. S. T. Hodgin looks after things at Stoneville, and does all he can to aid the O. R. T.

Mr. C. H. Barnes is in charge of the Mayodan station.

At Madison, Mr. T. J. Teague, a staunch member of the O. R. T.

At Pine Hall, W. H. Fuqua, who is blind to his own interests.

At Walnut Cove, Mr. Young, days.

At Dennis we find Mr. J. D. Waddill, while Walkertown comes next with Miss L. M. Dicks as agent.

Last on the list is Winston-Salem, with Mr. E. B. Kearns as agent, Mr. Apple, day operator, and a good member of the O. R. T. Mr. Garney is "owl" and a "non."

Now, boys, work for Division No. 14, and long may she live! L. M. L.

Clinch Valley Division—

The Clinch is forging on, you know.

A short trip down the line;

Will let all know, in a way not slow,

Who, and where they're killing time.

Coming west from old Bluetown,

Graham is a fair start,

Ford answering for "HG," day time,
And Calloway after dark.

Then we turn up at Tip Top,
The highest on the branch;
Handy there the trains does stop,
Does good to see him prance.

Then onward next is Tazewell,
Where "Fatty" Miles reigns king,
Strickland answering for call "JD,"
Except when Miss Staton's Queen.

Just before Xmas in 99,
Cond'r Irvine with a carbine,
Poor Underdonk did shoot and kill,
At the place called Pounding Mill.

Time heals all wounds, you know,
Though this has left a scar;
Zink here keeps things on the go,
'Tis "hams" he's noted for.

Then we run to Cedar Bluff,
Maxwell answering the roll;
Say, he's really the proper stuff
Since he's let "KC" fall.

At seven a. m. you hear the pace
Of Chas. Neil, who runs things right;
Richlands is what we call this place,
Where Miss Hamilton works at night.

Lumber mills are mean, I know
Swords Creek is in a plight;
Baker will not have things so
Away down at "Butcher Knife."

Honaker then is just a stretch
Of only seven miles or so;
Ford and Friend "HK" do catch,
And, oh, they make things go.

Finney then the next we see
At the bottom of the hill;
Hoffam all right would be,
If he could keep the "ham" still.

Cleveland at the same old place.
We find Hardy adooing round;
I think he shows the proper tastes,
For this fellow is in town.

At Carterton we next pay fare,
Where Baber we used to see,
But Field's now there, a rip-and-tear,
The place he's longed to be.

St. Paul is only seven miles,
Where Crag hangs out the red,
Except at times that he can wake
The "ham" and his sleepy head.

Stop here, and I'll tell you another,
Miss Lucy Clapp's the "owl";
The nurse sent out from "SP,"
Is sure to make boys howl.

Virginia City then we trace,
Where Wright peeps o'er the bluff;
One can tell from his smiling face,
That he's the proper stuff.

At Colburn then we do alight,
Find poor Kinsey in a fight;
Look around, scrap up a fight,
Then by-gum he's out of sight.

Tom's Creek, here, we must greet,
Speak to Murphy on the street,
Back to Colburn steep to meet,
Before he's rolled in fast asleep.

Tacoma then as we go long,
Find Bond as you have met,
A smiling face, a jolly song,
He'll make an editor yet.

Norton, the last place we will strike,
Where Vener and Baker trade tricks right,
The terminus of this good, old pike,
I'm on the road, and I'll say good night.
HARD METAL.

Norfolk Division—

While I puff my havana I think of the different species of humanity. There is most any old thing you wish to call for; everybody knows that this old world is made up with all kinds of things. We have men of great minds, men with small minds, men with no mind, "that's me," men of intelligence, men of vigor, good men, bad men, large men, small men, long men, short men, men with small heads, men with large heads, men with swelled heads, men that work with all their might for the cause of organization, other men that work against it, men that don't pay their dues, some can't pay and don't say anything about it, some men that can pay, but rather air their kicks, men that would like to join the Order, but haven't got the dough, men that are so blind that they can't see where the Order is of any benefit to them, because we cannot or do not get a schedule and put five or ten dollars a month increase in their pockets; even if we did this, they would say they were not able just now, "I will see you later, call around again." When we call again, we are generally addressed in this manner, "I am dead broke, have had so much sickness, my insurance is due in a few days, and I don't know where to get the money; my dues for the different orders are due" (probably three or four different orders to which he belongs), most any kind of song and dance, to get rid of a man that is trying to better his condition. The worst of all these different kinds of men are those that see no good in the organization; they can see no benefit or protection; if they were receiving a benefit caused by the organization they would probably tell you that they thought it was a good thing, but they could not see where it would do them any good. No, they will never see any good or join the Order until they have to; they must be forced to do their duty to their family, their fellowman, and their country. I do not think that the time is far distant when a

man will have to belong to the organization of his craft, to hold his position, from the highest to the lowest occupations of life. Suppose we do not organize, let our organization be blown away by the winds, you may say; how long would it take corporations to cut salaries, give you longer hours, or rather force you to work longer hours, and work a man to death? I will venture to say it would be but a few days. The world was made in six days (so I am told), but it don't take six days to have a man's salary cut twenty or thirty per cent. Brothers, pardon me for such stuff as above, you all know I am not a great writer, but you, who have had the trials of life like your humble servant, know that the above are "American facts." Allow me to ask you one and all to pay your dues promptly, keep a beautiful, bright card in your pocket always, and read THE TELEGRAPHER through every month. If you cannot attend meetings, THE TELEGRAPHER will tell you most anything you wish to know. Do your duty and do it well, both for your corporation and your Organization. Every member should attend meetings if he can possibly do so; don't allow five or six members to run the shop; come out and express yourself as well as the rest of the boys, you have just as much to do with the Order as any other member; it belongs to all of us, and we should feel and have the same interest for it as we have for other personal property of value. The Order is one of the best investments that a man can make (you might say why?), because it protects your salary and gives to those who are thoroughly organized better hours of work and increases in salaries.

Division 14 held quite an interesting meeting at Bluefield, W. Va., Saturday night, February 16th. It was the largest meeting that we have had for years; all the boys seemed to be well pleased. As usual, those that had never attended a meeting before, expressed themselves freely, saying they were glad that they came, and will come every chance they can, and I will go home better satisfied and work harder for our cause. Boys, if you would come to a meeting once, you will not want to miss any more; that's the way it works on all that never attended before. I am running my thoughts too fast for my mill, will make "DN" and "GA." Our worthy Bro. Layman, General Chairman, conducted the meeting under trying circumstances, as he was very unwell and had to leave his wife, who was sick and hardly able to sit up at home. Before the meeting was over he had to retire on account of feeling too bad to stay with us longer; the meeting was left in charge of "Kirch," the old reliable, and the boys had all the fun they wanted. He is a little swell headed, so some of the boys say, and he is not well acquainted with the rules of conducting a meeting, but he will be all right after a little experience, as that was his first trip. We will have a meeting in Roanoke, Va., on the third Saturday of March, and one in Lynchburg, Va., on the third Saturday of April, notice of which will be sent out later to each member, and we hope the boys will appreciate it by their attendance. We will try to arrange a meeting at Crewe, or Petersburg, Va., little later on. As it is late, and I have a great deal of work on hand to close up before I retire, I shall

come to a stop right here. Trusting the boys on the different Divisions will respond freely with articles to THE TELEGRAPHER each month. The members of other Local and System Divisions are welcome at any of our meetings; Division 14 is not selfish, and you will find plenty fine fellows in the bunch. If the editor lets the goat chew this up I will come and look him up.

Yours in S. O. & D.,
"HAY SEED."

In union there is strength! United we stand, divided we fall!

Although the atmosphere is somewhat icy, we are having a heavy press of business, and everything working smoothly.

Bro. "KY," of "XN," has just returned from a week's stay in "X," where I "13" he has been teaching the gentler sex the art of skating. What success, "KY?"

Bro. "B," of "ZM," has been transferred to "WG," Opr. Loving going to "ZM."

Bro. "O," of "WA," spent the 17th in "BF" with the boys. Much business, "O?"

Bro. "X," of "WG," who has been working in "K," has returned to "WY." What trouble, "X?" "K" is warm, we all know, but "faint heart never won fair lady."

Bro. "ND," of "DA," I "13" has about converted friend "QX." "ND," we need him.

"13" Bro. "EW," of "OA," is about to bid farewell to his lone "box car," for, he says, Mountain calico young yet, and he's tired of cooking. Ha! ha!

"EW," you have our sympathy and best wishes for a good—"dinner." Ha!

At "RG" we find Bros. "WD" and "C" doing the "So-do" act. "WD," we heard from you. How's "Ambrosias?" Ha! ha!

Guess will ask Bro. "FR," of "YM," to look after you. Can't you, "FR?"

In "K" we are up against Bro. Ball and two "nons," but prospects are good.

I "13" we have a meeting the 16th of March in "R," and the 20th of April in "X." Boys, turn out to them. Make the hall ring with voices that heretofore have been strangers. "More the merrier."

Does it not make you feel bad to see in February issue "eight" Divisions of our sister road (C. & O.) represented, and only "two" of N. & W. I must say the seat of trouble, why, we are no better organized, lies in each waiting for the other. Now, just suppose all of us did that, just sit with folded arms and wait for Bro. So-and-So, our Order would soon sink into oblivion and the O. R. T. be a thing of the past.

CERT. 287.

Santa Fe System, Div. No. 23.

I would like to say to the Brothers and friends on Middle Western and New Mexico Divisions of the Santa Fe Route, who held chances in the raffle for a ring, typewriter and watch, being conducted by Local Chairman Hart, for my benefit, that

the late unpleasantness caught us with but 103 numbers sold. Since that time affairs have been in such a chaotic state, that it has been found impracticable to dispose of more, and as the listed value of the ring approximated nearest the sum in hand, it was decided to close the matter by withdrawing the typewriter and watch, and raffling the ring for the amount already received. Drawing was held under the supervision of Bro. Hart, on this basis, and he announces Bro. M. V. Benton the winner, and I now hold the ring, subject to his order. Bro. Benton was formerly at Buttes, Colo., but lost his position through the strike, and his present whereabouts are unknown. Anyone knowing his present address will please advise him to communicate with me.

I would also like to express my thanks to Bro. Hart for his trouble in handling this matter for me, and to the Brothers and friends for their liberal patronage in my effort to raise sufficient funds to spend the winter in a climate more suited to my physical condition than was Colorado. I am pleased to say that I am slowly improving, and hope to be able for duty again soon.

E. B. GRAHAM,
Box 192, Williams, Ariz.,
CERT. 621, Div. 23.

North Vernon, Ind., Div. No. 9.

IN MEMORIAM.

WHEREAS, The death messenger has entered the home of our Brother, W. A. Conner, of Rochester, Ill., and removed his loving companion;

Resolved, That we extend to the bereaved husband our condolence and sympathy, and commend him to Him who ruleth in wisdom and love; "He who doeth all things well has some divine purpose in the removal from our midst of those whom we tenderly love and revere."

Resolved, That Local Division, No. 9, of the Order of Railroad Telegraphers, located at North Vernon, Ind., through its committee, have a copy of these resolutions sent to the bereaved husband, published in THE RAILROAD TELEGRAPHER and Rochester Item, also made a part of the Division records.

J. M. PECK,
G. L. CONNER,
B. F. RUSSELL,
J. W. TATE,
C. A. KELLAR,
Committee.

Above resolutions adopted and sympathy of Division No. 9, O. R. T., extended to Bro. W. A. Conner, while in session, North Vernon, Ind., this 16th day of February, 1901.

W. B. DOBBINS,
Past Loc. Pres. J. E. HUDSON,
Loc. S. & T., No. 9.

The B. & O. Southwestern R. R.

In reading THE TELEGRAPHER, I seldom see anything pertaining to the overtime clause. In my opinion, as a rule, members do not appreciate the overtime clause of the schedule. There are a great many who have not got the nerve or backbone

to report overtime, when entitled to it. In cases where the schedule provides that thirty minutes shall not be counted, over thirty minutes shall be counted one hour. When this article was placed in the agreement it was fully expected by the general manager and general superintendent signing this agreement, that when the telegrapher worked thirty-one minutes overtime, that he should receive one hour's pay. I know of a number of operators who do not report overtime, because they fear they may incur the displeasure of the division superintendent or chief dispatcher. In my opinion, failure in every instance to claim our overtime, lowers the person, and also the O. R. T. in the estimation of the officials. As the general opinion of railroad managers and officials prevail that the employee who hasn't enough backbone to contend for his own rights, hasn't enough backbone to contend for and protect the rights and interest of the company. My observation has been also, that the persons who fail to report overtime, when entitled to the same, are the ones who never get promoted from the small way-station.

Brothers, claim everything which the schedule entitles you to, but at the same time be sure that you are making no unfair claims, and you will be respected by the officials, and will, by so doing, strengthen and elevate the fraternity.

CERT. 53.
Dir. 9.

Pittsburg Division, No. 52.

First regular meeting of this Division held February 2d, with all officers at their stations, and Bro. E. C. Hunter acting as Past Chief. Report of investigating committee upon the transfer of Bro. Yule, of No. 8, received and reported in favor of his becoming a member of our Division. Petitions from two candidates read, and investigating committees appointed. Bills of Secretary and Treasurer, amounting to \$29.68, read and approved. Claim for funeral benefits in favor of Bro. Quigley ordered forwarded to President Dolphin for a legal opinion as to the validity of claim. Division made donation to one of our members not legally entitled to benefits to assist him in his expense incurred during illness. Sick claims amounting to \$55 read and ordered paid. As there was but little of importance at this meeting, some time was devoted to discussing affairs under the good of the order, but as there were only about twenty members present, it was decided to defer the discussion of the proposed ball for some future time.

At the second regular meeting all officers were present except Bro. Hare. Investigating committees upon petitions presented at last meeting received and ballot showed the prospective members eligible for initiation. One petition read and as candidate had already been initiated, same was approved.

Bro. Barber, as committee of one upon standard form of sick claim, made report, and same was accepted, and form adopted. The Secretary was instructed to issue notice through TELEGRAPHER relative to same, and same is printed in this issue.

Voucher for \$50 in favor of the heirs of Bro. J. W. Quigley ordered drawn.

Sick claim for \$6 read and ordered paid. Several of the members delinquent for the term ending December 31st, were held over by the Division until able to pay.

Division closed at 10:15 p. m.

KONEV.

To Members of Division 52—

The following statement of the business done by your Division during the year 1900, together with financial standing February 1st, 1901:

Receipts for 1900.....	\$3,750 29
Cash on hand, January 1, 1900.....	850 44

Total	\$4,600 73
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DISBURSEMENTS.

Grand Division.....	\$2,092 50
Secretary and Treasurer.....	396 68
Sick benefits	603 00
Funeral benefits	100 00
Delegates	123 00
Printing	51 30
Other expenses, including hall rent, Grand Division Supplies, etc.....	158 74
Cash on hand, January 1, 1901.....	1,075 51

\$4,600 73

Cash on hand, February 1.....	1,227 16
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From the above you will note that we have had a good year, and one I believe will compare favorably with other years, and I hope that 1901 will be a greater success. The large amount paid the Grand Division is for assessments and dues, as per Section 36 of the Constitution. We have 405 members in good standing upon January 1, 1901.

S. J. KONEKAMP,

Secretary.

To all Members of Division No. 52—

NOTICE.

Pittsburg Division, No. 52, has adopted a form of sick benefit claim, which will be the only one accepted hereafter. The idea of this is to have all claims for sick benefits uniform, and in accordance with the by-laws, in order that it will not be necessary for the same to be returned for correction. All members in good standing are requested to notify Secretary at once of their illness and blank will be furnished them.

S. J. KONEKAMP,

Secretary.

Baltimore Division, No. 17.

Meeting of February 15th called to order by the Chief at 8:30 p. m., a fair attendance being present, considering the weather, all the officers being present excepting the Past Chief and Second Assistant Chief. Their places were filled by Bros. McCardell and Krout.

Two petitions for membership were received and two admitted. Reports from sick committees, stating that Bros. Curry, Scully, Krout and Shamberger are again on duty at their respective places. No other Brother sick or out of employment.

Bros. Finnan, Hurdle and Shamberger were appointed to look for another hall and make report at next meeting. This move is thought to be to the best interests of the Division and also to hold a Sunday meeting, either in the morning or afternoon, so as to enable the Brothers working at night to attend, and it is earnestly hoped that each and every one will avail themselves of this opportunity and be present. Time and place will be named later on. With the large number of our members located in and near the city, there is no good reason why this meeting should not be well attended and made a success.

Quite a number of interesting talks were listened to under the good of the Order. There being nothing further, adjourned at 10.45 p. m., to meet March 15th.

DIVISION CORRESPONDENT.

Trenton, N. J., Div. No. 85.

Our open meeting, called for organization purposes and attended by the majority of the telegraphers on New York Division and connecting lines, was honored by the presence of a number of the firemen from Division 253 and two engineers from Division 54 B. L. E. Addresses were delivered on the organization question by Bros. Steen and Caffey, of the firemen and Bro. Swem, of the engineers. Bros. Marr, Sell, and Hatton, of Division 30, of Philadelphia O. R. T. The meeting was a grand success in every way. Nine members were initiated and six applications handled, and with favorable reports from every section there is not the slightest doubt but what we will have one of the strongest Divisions of our noble Order in the East within a few months. Bro. Marr conducted the meeting in his usual affable, masterly style, and an immense amount of business was transacted. A vote of thanks was extended to all our visitors and plans were developed relative to our future welfare. Those Brothers who failed to take advantage of the opportunity offered them missed a great treat. Be faithful in your attendance at meetings and you will be amply repaid for any small inconvenience. Although we are now about on our feet and in working order, this fact should not cause any one not to take a full interest in all proceedings affecting the welfare of our Division. It should not be necessary to call to mind the fact that you can attend to business and take part therein better than any one else can do it for you. You will find in every case the sore-heads and backsliders are people that rarely, if ever, took part in this important line of necessary business. Bro. W. W. Simpson, of Division 74, Elizabeth, N. J., was present at our regular meeting, March 1, and delivered an address of sound and stable advice. Bro. Simpson will in all probability be appointed on the State Board of Arbitration. He received the unanimous indorsement of Divisions 84 and 85 in joint meeting assembled. He is the man for the place. Bro. McCabe, Chief Telegrapher Division 84, Camden, was pres-

ent and had a pleasant evening with the Trenton boys. Also Bro. Davison, Camden Division. Bro. Bryson, our hard-working secretary, keeps the boys posted on our progress. He is deserving of much credit, for his untiring efforts of late in our behalf. Members will please address Secretary in regard to securing copies of our TELEGRAPHER, for the boys who are not with us as yet. Please bear in mind that this is the most powerful organizing factor we have at our disposal, and be governed accordingly. Give this matter particular thought and attention. We all wish a thorough organization, but it depends largely on initiative effort, so don't forget your neighbor. The Board of Adjustment elected consisted of Bros. Boland, of Bristol, Chairman; Haines, for Trenton, and Burke, for the Eastern end. All are hustlers. Their work will consist at present pretty much of organization work. They ask for your co-operation. Next regular meeting, March 15. Four applications already in; there is room for others.

Yours in S. O. & D.,

"C. V."

Missouri Pacific System.

K. C. N. W. Division—

But few changes to report since last issue of THE TELEGRAPHER.

New office has been opened at Tate, Neb., with S. V. Edmonds in charge.

F. T. Williams having left the services of the company, his place as night operator at Valley Falls is being filled by Jas. Fitzgerald, a new man on the line. Bro. Williams was a good man and we wish him success wherever he may locate.

E. M. McCarty, night operator at Menager Junction, made a flying trip to Kansas City a few days ago. Understand he went to see his best girl (Bro. McCarty's wife is at present in K. C.).

We understand that there is going to be a new time card on March 3rd, which will result in a general shake-up of C. G. trains which use the Northwestern tracks, Kansas City to Santa Fe Junction. Also "13" that the C. G. W. will put on a new passenger train to leave Kansas City at 10:30 p. m. This will mean less sleep for night men at "J" and "VH."

Am informed that Bro. Herries now has the depot at McLouth looking like a United States arsenal on account of a promised raid by the "Carrie Nation" temperance people of that town. Bluff 'em if you can, Bro. H, but don't let them hurt you. It's lots nicer to be a live son-of-a-gun than a dead hero any day.

E. E. Heiser of Tonganoxie, is laying off for a few days. C. A. Leidy, of Birmingham, now stamps tickets and rustles at that point during his absence, J. Larkin holding down "BM."

We now have an average of nearly ninety per cent of the boys on the line in the O. R. T., with three of the "nons" promised; at this rate it won't be long until we can count the K. C. N. W. solid.

Kansas City Section—

W. A. Cromer, operator Sedalia dispatcher's office, laying off and gone home to Rantoul, Kas., account of sickness of his mother, relieved by D. Hardy, Jr., son of D. Hardy, superintendent.

One man cut off at Pleasant Hill the 15th, reducing the force to two men, twelve hours each.

G. H. Patterson, transferred from Pleasant Hill to State Line office, Kansas City, account reduction in force at Pleasant Hill.

C. W. Lynn, operator State Line office, Kansas City, promoted to third trick at Concordia, Kas.

F. E. Millard, agent Independence, Mo., resigned February 1st, was relieved by W. F. McCullough from Larned, Kans., as announced in last issue.

Mr. Roy Stillwell, operator, Higginsville, Mo., and Miss Margaret Olson, of Kansas City, were married in Kansas City, February 18th. The fraternity extend congratulations. We understand he contemplates other matters also, in the near future.

Bro. C. A. Weitzell, night operator at K. C. & S. W. Jct., has the sympathy of the Division in the death of his mother, which occurred February 13th, at Independence, Mo., where she was well and favorably known.

K. C. S. W. and Council Grove Division—

Only a few changes this month, as follows:

J. A. Fritzler, day operator, Ottawa, bumped by Steve Schaffer, formerly night copier at Osawatimie, Kas. Mr. Fritzler went to Red Bridge, Mo., as agent.

Extra Opr. J. L. Tichenor, who has been at Red Bridge for last four or five weeks, returned to "block" at Sedalia.

J. W. Scott has now recovered from his sickness and is agent at Stilwell, Kas., while M. J. Campbell, who has been acting agent since Mr. Groves resigned, goes back to "block."

Tom Shehan, night operator at Stilwell, Kas., resumed work a few weeks ago, and A. O. Brooks, who relieved him, went to Dodson, Mo., and worked nights for a short time, while H. M. Thornton took a lay-off.

Geo. Neil, night operator at Lomax, Kas., is still going down to Quenemo four times a week. Do not know what is the cause, but think there is a girl at the bottom of it all. How about it, "N?"

D. W. McKinley, who has been agent at Admire, Kas., for last five or six years, resigned on 20th of February. Extra Opr. A. C. Stryker has charge of station now. Do not know what "MC" is going to do, but he will make a success of anything he gets hold of, for he is a hustler from "way back."

CERT. 36.

Arkansas Division—

H. D. Bowles, formerly nights at Gurdon, has been transferred to "UD," Little Rock, nights. C. M. Walser goes on days and J. F. Burnett goes back to dispatcher's office. This effective March 1.

C. M. Walser returned to his old position, days, at Malvern for a week or so, then was transferred to "UD," Little Rock, nights.

D. C. Boyd relieved G. L. Webster several nights at Alexander.

This change leaves A. W. Jernigan, days, and D. C. Boyd, nights, at Malvern.

Considerable changes recently in officials of this Division. Mr. W. T. Tyler, recently trainmaster, Arkansas Division, transferred to Van Buren as division superintendent, Central Division; Mr. C. M. Hunt, formerly trainmaster here, but recently from Colorado, has returned to this Division as trainmaster, relieving Mr. Tyler.

Shortly after the changes went into effect, the operator at Malvern, in discussing the matter with a friend, was asked who the new trainmaster was. At that instant he noticed No. 56 backing down the hill to office, and in answering his friend's question and that of the dispatcher, he might have been heard to flash with lightning rapidity, "C. M. Hunt agin—Engr. Schimelfin—come agin—off agin—engine out o' sand agin—on agin—gone agin—Opr. Jernigan."

J. Coyle, an extra man, is holding down Gurdon, nights, for the present. Bro. Christie, days, at Gurdon, found time to take a short hunting trip the first of the month; says he got good and wet.

Some Busy Men of the System—

It might be of interest to some to know who it is that looks after all the various divisions, main lines and branches of this great system. Below is a partial list: Messrs. D. Hardy at Sedalia, Mo.; C. M. Rathburn at Atchison, Kas.; J. M. Herbert at Osawatimie, Kas.; and A. H. Webb at Wichita, Kas., as superintendents, under Mr. H. G. Clark, general superintendent, and are ably assisted by Messrs. M. Stilwell at St. Louis; J. H. Luke at Sedalia; L. L. Keller at Nevada; E. O. Man at Atchison; A. Dernardi at Concordia; W. L. Dunaway at Osawatimie; O. A. Derby at Pueblo, and E. J. Ward at Wichita, as division superintendents.

The Sedalia dispatcher's office is well looked after by T. J. Brown, chief, and Miller, Dawson and Crotty on west end, and Huffman, Barrett and Rudd, east end, with W. A. Cromer, operator and car clerk.

The Osawatimie dispatcher's office is well represented in the persons of A. M. Clark, chief, F. S. Rogers, Jas. Stewart and Mr. Votar as trick men, assisted by G. Swartz, wire chief, J. M. Kase, operator, days. The night man has been taken off, account slack in business.

The F. S. W. & W. Division dispatching office at Wichita is ably looked after by C. R. Nedrow, chief, with Welch, Summers and Garry holding down tricks.

The D. M. and A., same office, is manned by Norris and McCue.

K. C. & N. W. is ably handled by R. E. Cahill, superintendent, P. S. Tucker, chief, and J. W. Smith and P. H. O'Keefe, trick dispatchers.

The Iron Mountain is ably handled by E. A. Peck, general superintendent, while J. R. Wentworth, superintendent, W. F. Donnelly, trainmaster, and W. C. Morse, chief dispatcher at De Soto, carefully look after the details of the Missouri Division. Am unable to give names of trick men.

St. Louis Section is successfully handled by Chief Dispatcher S. Ennes, with Geo. L. Carroll, J. R. Gilhula and U. E. Gillen holding down tricks at Valley Park, with Oprs. F. P. Maid on days, and P. W. Gannon, nights.

The Arkansas Division is kept in shape by W. J. McKee, superintendent, and C. M. Hunt, trainmaster main line, and Austin Ball, trainmaster Memphis and Helena Sections, with W. Smith, chief dispatcher at Wynne, Ark. L. H. Clawson, chief, and Koofe, Auberts and Halladay tricks south end, and Cain, Stewart and Hudson on north, at Little Rock office, while Nichols keeps after the cars. This office has been turned around so much of late we have to watch 'em as they come out the door to keep up.

The Central Division is now manned by W. T. Tyler, superintendent, F. B. Coppage, trainmaster, and C. E. Norman, chief, and Garrett and Potter holding down tricks at Van Buren.

The Valley Division is held in place by F. B. De Garmo, superintendent, and J. F. Sugrue, chief, and Dispatchers Boston and McCarley hold down tricks at Merrouge, La.

Some of Our Relay and Main Offices—

The "GM" office at St. Louis, from which the entire system is fed, is ably handled by J. T. Sullivan, C. A. Dawkins, E. L. Pierson, G. E. Flourke, E. J. Frankenfield, J. J. Lehnerts, W. J. Houlahan, L. A. Holly, and T. W. Barron.

The "DA" office at Sedalia is well manned by H. A. Mayer, manager, and R. W. Walker, Jim Butler and Mr. Alsip, operators.

Pleasant Hill has a good team in E. E. Sperry, days, and G. C. Greenup, nights.

Kansas City Relay office is carefully watched by F. M. Lechner, manager, and Oprs. G. H. Patterson, H. V. Gregory, and E. Gilbert, while Sister M. E. Ray gracefully fills the chair at the Commercial office.

"H" office, Wichita, is represented by Oprs. Sites and Davidson, days, and Siddorn, nights.

The whole Iron Mountain System is promptly looked after by the force at "CF," Little Rock Relay office, S. L. Bowman, manager, with Rice, Turner, Villars, Laing, Herrin, Purkins, Gill, Wilson and extra man Lewis holding down chairs.

Since the dispatcher's office was moved to the Land Office building, "UD," Little Rock, has been made an "OS" job. For the past month J. F. Burnett, days, and C. M. Walser, nights, have cleared all south bound trains. O. S. D. kept watch over south end of bridge, taken meal orders and passenger reports, and certified to correctness of clock to all inquiring passengers.

Baring Cross would not be complete without Billy Doolittle and Gould Wilson, to look after ten wires and entertain the master mechanic and bridgeman and assist the engines across the river. "RN" didn't stay at "CF" long.

F. S. Crossing yard office is kept alive by wires from all divisions diverging, and is successfully manned by Goodwin, Thomason and Anderson.

Besides fighting with the yardmaster, they clear all north bound and Ft. Smith trains.

Argenta yard office is kept in shape by LeGrande and Conklin, while they clear all Valley trains.

Texarkana would be a failure without Robinson, days, and Benjamin Webb, nights, to clear trains north, and handle the business for the great State of Texas. But for "Rob" all the clocks in Texas would not be "correct."

Since our last report the Division has been considerably augmented by the following new members: O. C. Hays, S. G. Ashbaugh, R. C. Scott, P. Fahr, W. R. Lawler, Morris Dever, F. L. Scofield, Wm. Jackson, J. H. Powell, H. H. Wade, A. C. Cook, H. M. Thornton, A. J. Tyson, S. L. Hadley, J. R. Harper, R. M. Crockett and C. F. Austin, the latter transferred from Grand Division.

Our General Secretary and Treasurer advises that he is very busy making out the yearly report. There were 180 new members initiated during the year 1900, in spite of the little friction.

There are a few sections of the system we are still unable to get response. They are very busy, we presume. They are not aware that this issue is gotten up only after writing even one dozen personal letters, some of which met with no response.

DIVISION CORRESPONDENT.

Valley Division—

Pollock, Opr. White, days, and Sugrue, nights.

Tullus, Agent Spencer, standing not known, Bro. Whalen, nights.

Olla, Bro. D. M. Ellis.

Columbia, Bro. W. K. Brush.

Riverton, Agent J. A. Haley, new-comer from Mo. Pac., lately from B. & O. S. W. We can call him Brother, as he should receive his card in a few days. We welcome him to Division 31; he is all right; Bro. C. W. Chance, "owl."

Bosco, F. G. Leighty, who has asked to be shown the way.

Monroe, Bro. M. C. Judd, days, Bro. H. R. Barkley, "owl." Bro. Barkley laid off a few days to visit his family. Congratulations are due him on account of the miraculous escape of his baby from death from spinal meningitis and fever.

Wilmot, agent Bro. W. A. Bramel; operator, J. S. Bell, who also only waits to be shown the way.

Portland, Ark., agent, Bro. L. E. Gredell; operator, S. L. Hart, who is coming in pay day.

East Little Rock, Bros. J. K. Walker, nights, and H. Flegerande, days.

Merrouge, La., Bros. Boston and McCorley. Bro. Mc is from the Southern Ry., who, we are glad to say, was rewarded for his manhood by a better job than the Southern Ry. would have ever given him. We wish all good men could be as well rewarded.

Galion, La., Bro. Allen, who is another Southern Ry. man, with a fairly good job. We strongly suspect it is about time for the birds to begin their spring migration from the valley.

Yours Fraternally,

H. R. BARKLEY.

Grand Division

THE ORDER OF RAILROAD TELEGRAPHERS.

FINANCIAL.

Cash receipts February 1st to 28th inclusive	\$5,810 37
Disbursements	4,851 38

MEMBERSHIP.

Members in good standing February 1st, 1901	12,700
Initiated in February	460
Total	13,160

MUTUAL BENEFIT DEPARTMENT.

Assessment No. 24 is due on March 1, 1901. Time for payment expires April 30, 1901.

FINANCIAL STATEMENT MORTUARY FUND.

RECEIPTS.

Received on Assessment Account to January 31st, 1901	\$54,540 29
Received on Assessment Account, February, 1901	3,254 57
	<u>\$57,794 86</u>

DISBURSEMENTS.

Death Claims paid to January 31st, 1901	\$31,900 00
Assessments refunded, account rejected applications	185 25
Assessments transferred to dues, account rejected applications	7 50
Cash on hand to credit Mortuary Fund, February 28, 1901	25,702 11
	<u>\$57,794 86</u>

H. B. PERHAM, *Grand Secretary and Treasurer.*

THE RAILROAD TELEGRAPHER.

OFFICIAL DIRECTORY.

General Offices, St. Louis, Mo.

GRAND OFFICERS:

M. M. Dolphin.....	President	J. A. Newman.....	Second Vice-President
St. Louis, Mo.		St. Louis, Mo.	
T. M. Pierson.....	First Vice-President	D. Campbell.....	Third Vice-President
St. Louis, Mo.		St. Louis, Mo.	
H. B. Perham.....	Grand Secretary and Treasurer		
	St. Louis, Mo.		

BOARD OF DIRECTORS.

Hon. L. A. Tanquary (Chairman),	Cucharas, Col.	F. J. Reynolds, Box 253,	Calgary, N. W. T.
A. O. Sinks (Secretary),	Jefferson St. Depot, Portland, Ore.	T. W. Barron, 2900 Washington ave.,	St. Louis, Mo.
C. E. Layman,	Troutville, Va.		

ADVERTISING.

All correspondence pertaining to advertising should be addressed to W. N. Gates, Advertising Manager Garfield Building, Cleveland, Ohio.

DIVISION DIRECTORY.

GRAND DIVISION—Attached membership not confined to any particular railroad or territory.

M. M. Dolphin, President, St. Louis, Mo.; H. B. Perham, Grand Secretary and Treasurer, St. Louis, Mo.

NO. 1, MONTREAL, QUEBEC.—Division covers the Grand Trunk Railway System. Meets subject to call of Chairman. R. H. Reynolds, Gen'l Chairman, Beechville, Ont.; D. Campbell, Gen'l S. & T., Drayton, Ont.; P. D. Hamel, Ass't Gen'l S. & T., Blue Bonnets, P. Q.

NO. 2, ST. LOUIS, MO.—Meets 1st and 3d Monday each month, at 8 p. m., Hall No. 4, I. O. O. F. Building, Olive St., between 8th and 9th Sts., St. Louis, Mo. L. W. Quick, Chief Telegrapher, Room 918 Fullerton Building, St. Louis, Mo.; C. P. Comer, S. & T., 918 Fullerton Building, St. Louis, Mo.

NO. 3, HARRISBURG, PA.—Meets 1st Wednesday evening at 8 o'clock, and 3d Thursday morning at 8:30 o'clock each month in Ensinger Building, corner Third and Cumberland sts., Harrisburg, Pa. E. L. Zimmerman, Chief Tel., 1611 N. Sixth st., Harrisburg, Pa.; E. C. Miller, S. & T., 625 Dauphin st., Harrisburg, Pa.

NO. 4, PHILADELPHIA, PA.—Meets on 1st Saturday at 8 p. m., at Room A, Odd Fellows' Temple, Broad and Cherry sts., Philadelphia, Pa. G. A. Richardson, Chief Tel.,

Oaks, Montgomery, Pa.; W. C. Frazier, S. & T., 4251 Pennsgrove st., Philadelphia, Pa.

NO. 5, KANSAS CITY, MO.—Division covers the Kansas City, Pittsburg & Gulf Railroad System. Meets subject to call of Chairman, E. T. Nickel, G. C., Amsterdam, Mo.; D. E. Chambers, Gen'l S. & T., Merwin, Mo.

No. 6, OMAHA, NEB.—Division covers the Union Pacific Railroad System. Meets subject to call of Chairmen. F. A. Baldwin, Gen'l Chairman, Lock Box 26, Milliard, Neb.; L. M. Tudor, Ass't Gen'l Chairman, Rawlins, Wyo.; R. R. Root, Gen'l S. & T., Wood River, Neb.

NO. 7, MONTREAL, QUEBEC.—Division covers the Canadian Pacific Railroad System. Meets subject to call of Chairmen. W. H. Allison, Gen'l Chairman, 70 Melbourne av., Parkdale, Toronto, Ont.; F. G. Sinclair, Gen'l S. & T., Sutton Junction, Quebec; P. D. Hamel, Ass't Gen'l S. & T., Blue Bonnets, P. O.

NO. 8, BUFFALO, N. Y.—Meets 4th Thursday each month at 8 p. m. at lodge room, corner Fillmore av. and Clinton st., Buffalo, N. Y. W. O. Jackson, Chief Tel., 700 Prospect av., Buffalo, N. Y.

NO. 9, NORTH VERNON, IND.—Meets 3d Saturday of each month at 8 p. m. at K. & L. of H. Hall, Fifth st., North Vernon, Ind.; G. J. Bernhart, Chief Tel., Moore's Hill, Ind.; J. E. Hudson, S. & T., Hayden, Ind.

THE RAILROAD TELEGRAPHER.

- NO. 10, KNOXVILLE, TENN.—Meets first Saturday night of each month at K. P. Hall, Depot st., Knoxville, Tenn.; W. L. Webster, Local S. & T., McMillan, Tenn.
- NO. 11, OLD TOWN, MAINE.—Meets last Sunday each month at 1 p. m., G. A. R. Hall, Old Town, Me. L. F. Crane, Chief Tel., Orano, Me.; B. A. Brackett, S. & T., 10 Merrimac st., Bangor, Me.
- NO. 12, BELPRE, OHIO.—Meets 4th Wednesday of each month at 626 Depot st., Parkersburg, W. Va. P. Costello, Chief Tel., Belpré, Ohio; G. J. Steurer, S. & T., 626 Depot st., Parkersburg, W. Va.
- NO. 13, WEST SUPERIOR, WIS.—Meets 3d Sunday of each month at 8 p. m., at Ritchie Hall, 806 Tower av., West Superior, Wis. D. A. Short, Chief Tel., 1620 Oaks av., West Superior, Wis.; D. A. Short, S. & T., 1620 Oaks av., West Superior, Wis.
- NO. 14, KOANOKE, VA.—Division covers the Norfolk & Western Railway System. Meets subject to call of Chairman. C. E. Layman, Gen'l Chairman, Troutville, Va.; T. H. Lankford, Gen'l S. & T., Cloverdale, Va.
- NO. 15, OTTAWA, ONT.—Meets on 3d Sunday of each month at Glen Robertson, Ont. G. W. Shepherd, Chief Tel., Alexandria, Ont.; F. S. Griffin, S. & T., Eastmans, Ont.; R. E. Allison, Local Organizer; P. D. Hamel, Asst. S. & T., Blue Bonnets, P. Q.
- NO. 16, NIAGARA FALLS, ONT.—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. m., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. A. J. Broderick, Chief Tel., Niagara Falls, Ont.; B. Knight, S. & T., Niagara Falls, Ont.
- NO. 17, BALTIMORE, MD.—Meets 3d Friday of each month at 205 Fayette st., Baltimore, Md.; Q. A. Geise, Chief Tel., Union Station, Baltimore, Md.; J. B. Finnan, S. & T., General Delivery, Baltimore, Md.
- NO. 18, CLEVELAND, OHIO.—Division covers the New York, Chicago & St. Louis Railroad System. Meets subject to call of Chairman. R. W. Keyes, Gen'l Chairman, Conneaut, Ohio; F. R. Terbrack, Gen'l S. & T., 69 Yonkers st., Cleveland, Ohio.
- NO. 19, FORT WORTH, TEXAS.—Meets on the 3d Monday each month at 8 o'clock, p. m. C. A. Burton, Local S. & T., 704 S. Rusk st., Fort Worth, Texas.
- NO. 20, GALVESTON, TEXAS.—Division covers the Gulf, Colorado & Santa Fe Railroad System. Meets subject to call of Chairman. C. B. Clark, Gen'l Chairman, Ladonia, Texas; A. T. Hickey, S. & T., Cleburne, Texas.
- NO. 21, CINCINNATI, OHIO.—Division covers the Cincinnati, Hamilton & Dayton Railroad System. Meets subject to call of Chairman. John G. Wenk, Gen'l Chairman, Glendale, O.; A. C. Bushaw, Gen'l S. & T., 1617 E. Fifth st., Dayton, O.
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- NO. 23, TOPEKA, KAN.—Division covers Atchison, Topeka & Santa Fe Railroad System. Meets subject to call of Chairman. S. S. Comer, Gen'l S. & T., 917 Fullerton Bldg., St. Louis, Mo.
- NO. 24, WILLIAMSPORT, PA.—Meets 1st Wednesday of each month in Wightman Block, No. 22 West 4th st., Williamsport, Pa., and on the 3d Friday of each month on third floor of Postoffice Building, Main st., Lock Haven, Pa. C. E. Sturgis, Chief Tel., 44 Linck Bldg., Williamsport, Pa.; J. I. Klingenberg, Gen'l S. & T., Sunbury, Pa.
- NO. 25, PALESTINE, TEXAS.—Division covers the International & Great Northern Railway System. Meets subject to call of Chairman. B. C. Palmer, Gen'l S. & T., McNeil, Texas.
- NO. 26, BRUNSWICK, MD.—Meets 1st Friday of each month at 8 p. m., at Red Man's Hall, Brunswick, Md. C. D. Shewbridge, Chief Tel., Keep Tryst, Md.; E. L. Harrison, S. & T., Brunswick, Md.
- NO. 30, PHILADELPHIA, PA.—Meets 3d Friday at 8 p. m. in Dental Hall, N. W. Cor. 13th and Arch sts., Philadelphia, Pa. J. L. Hughes, Chief Tel., 1225 Sansom st., Philadelphia, Pa.; James Hutton, S. & T., 1463 Wilton st., Philadelphia, Pa.
- NO. 31, ST. LOUIS, MO.—Division covers the Missouri Pacific Railroad System. Meets subject to call of the Chairman. T. W. Barron, Gen'l Chairman, Mo. Pac. Tel. Office, Equitable Bldg., St. Louis, Mo.; R. C. McKain, Gen'l S. & T., 1615 East 5th st., Sedalia, Mo.; F. L. True, Asst' Gen'l S. & T., Sedalia, Mo.; R. C. McCain, Asst' Gen'l Chairman, Sedalia, Mo.
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- NO. 33, PITTSFIELD, MASS.—Meets 2d Sunday and 3d Wednesday of each month at N. Y., N. H. & H. R. R. Freight Office, S. Church st., Pittsfield, Mass. F. H. Barker, Chief Tel., Pittsfield, Mass.; H. A. Roel, S. & T., 223 New West st., Pittsfield, Mass.
- NO. 36, ANDOVER, O.—Meets last Thursday evening of each month at 7 o'clock at J. O. U. A. M. Hall, Andover, O. G. F. Wolcott, Chief Tel., Williamsfield, O.; T. D. Dellmin, S. & T. Gen, Del., Youngstown, O.
- NO. 37, CINCINNATI, OHIO.—Division covers the Cleveland, Cincinnati & St. Louis Railroad System. Meets subject to call of Chairman. Wm. Baer, Gen'l Chairman, North Vernon,

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- Ind.; T. A. Sawyer, Gen'l S. & T., Gahon, Ohio.
- NO. 38, COLUMBUS, OHIO.—Meets 2d Wednesday evening, at 8 o'clock, at Fraternity Hall, 111½ S. High st., Columbus, Ohio; L. A. Bowman, Chief Tel., Orient, Ohio; Percy E. Wright, S. & T., Box 148, Worthington, Ohio.
- NO. 39, SAGINAW, MICH.—Division covers the Flint & Pere Marquette Railroad System. Meets subject to call of Chairman. R. R. Darwin, Gen'l Chairman, Saginaw, Mich.; A. T. Landry, Gen'l S. & T., 900 Owen st., Saginaw, Mich.
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- NO. 44, NEW YORK, N. Y.—Meetings 1st Wednesday at 8 p. m. and 3d Tuesday at 10 a. m., of each month, Brotherhood Hall, cor. Third st. and East av., Long Island City, N. Y. T. A. Gleason, Local Pres., 688 E. 163d st., New York, N. Y.; H. E. Regensburg, S. & T., 121 Fifth st., Long Island City, N. Y.
- NO. 47, CHARLOTTETOWN, P. E. I.—Meets 3d Thursday of each month at 8 p. m. at B. I. S. Hall, Charlottetown, P. E. I. J. A. Kelly, Chief Tel., Royalty Junction, P. E. I.; L. F. Muncey, S. & T., Charlottetown, P. E. I.
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- NO. 50, PORTLAND, ORE.—Meets on 3d Monday of each month at 9 p. m., at Portland, Ore. A. Rose, Chief Tel., 755 Vancouver av., Station B., Portland, Ore.; A. O. Sinks, S. & T., Jefferson St. Depot, Portland, Ore.
- NO. 51, GROVE CITY, PA.—Division covers P., B. & L. E. Ry. System. Meets subject to call of Chairman. R. O. Waddell, Gen'l Chairman, Cranesville, Pa.; B. E. Crouch, S. & T., Gehrton, Pa.
- NO. 52, PITTSBURG, PA.—Meets 1st and 3d Saturday each month at 8 p. m., at Citizens' Insurance Hall, 320 Fourth av., Pittsburgh, Pa. H. T. McGuire, Chief Tel., 256 S. Highland av., Pittsburg, Pa.; S. J. Konenkamp, Sec'y, 2705 Jane st., Pittsburg, Pa.; I. S. Hare, Treas., 1414 Juniata st., Allegheny, Pa.
- NO. 53, Southern Pacific System Division covers the Southern Pacific Railway lines. Meets at 8 o'clock p. m., in the lodge room, No. 909 Market st., Pythian Castle, San Francisco, Cal., 2d Saturday of each month, Local Chairman W. E. Davidson, of the Western District, presiding, and 4th Saturday of each month, Local Chairman F. G. Wetzels, of the Coast District, presiding, and the 1st Tuesday of each month at the residence of L. N. Buttner, Port Costa, at 8 p. m., Bro. Buttner presiding in the absence of all members of the Local Board for the Western District. George Estes, Gen'l Chairman, room 225 Parrott Bldg., San Francisco, Cal.; B. A. Meyer, Gen'l S. & T., Ocean View, Sta. L., San Francisco, Cal.
- NO. 54, ST. PAUL, MINN.—Division covers the Northern Pacific Railway System. Meets subject to call of Chairman. F. A. Brown, Gen'l Chairman, Marshall, Wash.; J. E. Dafoe, Gen'l S. & T., 319 Thirtieth st. south, Billings, Mont.
- NO. 55, CLEVELAND, OHIO.—Division covers the Wheeling, Lake Erie Railway System. Meets subject to call of Chairman. G. J. Whelan, Gen'l Chairman, Horst, Ohio; Will Carr, Gen'l S. & T., Adena, Ohio.
- NO. 56, QUINCY, ILL.—Division covers the Omaha, Kansas City and Eastern, and the Omaha and St. Louis R. R. Meets subject to call of Chairman. H. M. Davis, Gen'l Chairman, Blanchard, Ia.; J. S. Burkhard, Gen'l S. & T., McFall, Mo.
- NO. 57, HOUSTON, TEX.—Division covers the Houston & Texas Central Railroad System. Meets subject to call of Chairman. W. J. Burke, Gen'l Chairman, Denison, Tex.; G. C. Morgan, Gen'l S. & T., Hearne, Tex.
- NO. 58, WILMINGTON, DEL.—Meets 3d Tuesday evening, 3d floor Western Union Bldg, 3d and Market sts., Wilmington, Del. P. Chas. Bogan, Chief Tel., Edgemoor, Del.; W. J. Holton, Gen'l S. & T., Iron Hill, Md.
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- NO. 60, SALT LAKE CITY, UTAH.—Division covers the Oregon Short Line. Meets subject to call of Chairman. A. E. Beamer, Gen'l Chairman, Kemmerer, Wyo.; W. A. Hawk, Gen'l S. & T., Melrose, Mont.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blais, Chief Tel., Caucapasc, Que.; R. A. McMillan, S. & T., Eel River Crossing, N. B.

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- NO. 62, CLEVELAND, OHIO.—Meets 1st Saturday evening at B. of L. F. Hall, Cor. Pearl and Jay sts., Cleveland, Ohio. C. F. Mayer, Chief Tel., 231 Wade av., Cleveland, O.; J. T. Coffey, S. & T., 20 Kane st., Cleveland, O.
- NO. 63, MONCTON, N. B.—Meets 3d Thursday of each month at 6:30 p. m. in Mason's Hall, Main st., Moncton, N. B. S. C. Charters, Chief Tel., Point DuChene, N. B.; M. McCarron, S. & T., Moncton, N. B.
- NO. 64, LEVIS, QUE.—Meets 4th Friday of each month at 8 p. m. at Terminus Hotel, Levis, Que. F. I. Leblanc, Chief Tel., Montmagny, Que.; F. Samson, S. & T., St. Valier, Que.
- NO. 65, GRAFTON, W. VA.—Meets 2d and 4th Wednesdays of each month at 8 p. m., K. of P. Hall, Main st., Grafton, W. Va. L. G. Cockrell, Chief Tel., Tunnelton, W. Va.; E. J. Shaugnessy, S. & T., Grafton, W. Va.
- NO. 66, TRURO, N. S.—Meets 3d Thursday of each month at Crowes' Hall, Inglis st., Truro, N. S. J. W. Gunn, Chief Tel., Belmont, N. S.; Geo. O. Forbes, S. & T., Lower Stewiacke, N. S.
- NO. 67, WILKESBARRE, PA.—Meets on the 2d and 4th Wednesday, each month, at Donnelly's Hall, No. 58 Public Square, Wilkesbarre, Pa. E. E. Evans, Chief Tel., 136 S. Grant st., Wilkesbarre, Pa.; J. Nelligan, S. & T., Ashley, Pa.
- NO. 68, CUMBERLAND, MD.—Meets 3d Wednesday of each month at 8 p. m., at Mechanics' Hall, Cor. Baltimore and Liberty sts., Cumberland, Md. W. G. Morris, Chief Tel., 2 Polk St., Cumberland, Md.; R. C. Cornwell, S. & T., Patterson's Depot, W. Va.
- NO. 69, OGDEN, UTAH.—Meets 2d Wednesday in each month at 8 o'clock p. m., at Johnson's Hall, Ogden, Utah. L. Rosenbaum, Chief Tel., care U. P. Tel. office, Ogden, Utah; C. N. Custead, S. & T., 2061 Madison st., Ogden, Utah.
- NO. 70, ATLANTA, GA.—Meets 2d Sunday of each month at 10 a. m. in O. R. C. Hall, 2d floor, Cor. Alabama and Whitehall sts., Atlanta, Ga. Chas. Daniel, Local Pres., 65 Cone st., Atlanta, Ga.; D. G. Hurley, Local S. & T., Box 630, Atlanta, Ga.
- NO. 71, OSKALOOSA, IOWA.—Meets 3d Wednesday in each month at 8 o'clock p. m., at Oskaloosa, Iowa. L. P. Ballinger, Chief Tel. and S. & T., Lacey, Iowa.
- NO. 72, ST. JOSEPH, MO.—Meets 3d Tuesday of each month at 8 p. m., at 623 Mount Mora Road, St. Joseph, Mo. H. E. Trader, Chief Tel., St. Joseph, Mo.; W. E. Reese, S. & T., Box 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Saturday of each month at 8 p. m., on 4th floor, Odd Fellows' Hall, Broadway, Mauch Chunk, Pa. Hon. J. N. Weiler, Chief Tel., Lock Box 17, E. Mauch Chunk, Pa.; Eugene E. Ash, S. & T., Box 385, Mauch Chunk, Pa.
- NO. 74, ELIZABETH, N. J.—Meets 2d Saturday, 8 p. m., each month, in Star Theater Bldg., East Jersey st., near Broad st., Elizabeth, N. J. A. K. Gerry, Chief Tel., 129 Broadway, Elizabeth, N. J.; M. H. Shafer, S. & T., 526 Monroe ave., Elizabeth, N. J.
- NO. 75, MACON, GA.—Meets 2d Sunday each month at 7:30 p. m. S. W. Cor. Mulberry st. and Cotton av., 3d floor, Macon, Ga. J. W. Perry, Chief Tel., Forsythe, Ga.; J. P. Mercer, S. & T., East Macon, Ga.
- NO. 76, CHICAGO, ILL.—Division covers the entire Chicago and Northwestern Railroad. Meets subject to the call of Chairman. W. B. Young, Gen'l Chairman, Roscoe, Ill.; C. A. Ransom, Gen'l S. & T., Roscoe, Ill.
- NO. 77, DENVER, COLO.—Meets 2d Friday evening in each month at A. O. H. Hall, 1536 Lawrence st., Denver, Colo. L. D. Grace, Chief Tel., 354 Equitable Bldg., Denver, Colo.; C. M. Hurlbut, S. & T., Room 50, Union Depot, Denver, Colo.
- NO. 78, BOSTON, MASS.—Meets 2d Tuesday evening each month at 8 o'clock. Thomas Nelson, Local S. & T.
- NO. 80, NEW HAVEN, CONN.—Division covers the New York, New Haven and Hartford Railroad System. Meets subject to call of the various Chairmen. John Trainor, Gen'l Chairman, Myricks, Mass.; D. W. Dean, Gen'l S. & T., Box 228, Auburn, R. I.
- NO. 81, COLORADO SPRINGS, COLO.—Division covers the Colorado Midland Railroad System. Meets subject to the call of the various Chairmen. B. A. Beckenstein, Gen'l Chairman, Woodland Park, Colo.; J. C. Fritz, Gen'l S. & T., Divide, Col.
- NO. 82, NEW YORK.—Division covers the Delaware, Lackawanna & Western Railroad. Meets subject to the call of the Chairman. H. W. Raymond, Gen'l S. & T., Binghamton, N. Y.
- NO. 83, BANGOR, ME.—Division covers the Bangor & Aroostook Railroad. Meets subject to the call of the Chairman. F. B. Gallant, General Chairman, Ashland Junction, Me.; B. E. Webber, Gen'l S. & T., Old Town, Me.
- NO. 84, CAMDEN, N. J.—Meets 2d Monday at 7:30 p. m. and last Sunday at 1:30 p. m. of each month at Central Hall, S. W. cor. Fourth and Arch sts., Camden, N. J. T. J. McCabe, Chief Tel., 827 Penn st., Camden, N. J.; W. S. Cafferty, S. & T., 28 West Cedar ave., Merchantville, N. J.
- NO. 85, TRENTON, N. J.—Meets 1st and 3d Fridays at 8 p. m. at Concordia Hall, 33 West State st., Trenton, N. J. J. J. Boles, Chief Tel., 210 Fifteenth st., Jersey City, N. J.; N. T. Bryson, S. & T., 53 Yard ave., Trenton, N. J.

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Conway, Mich., Sept. 17, 1900.

APR 20 1901

THE RAILROAD TELEGRAPHER



Vol. XVIII
No. 4

PUBLISHED AT ST. LOUIS MO.
BY THE ORDER OF
RAILROAD TELEGRAPHERS

April
1901

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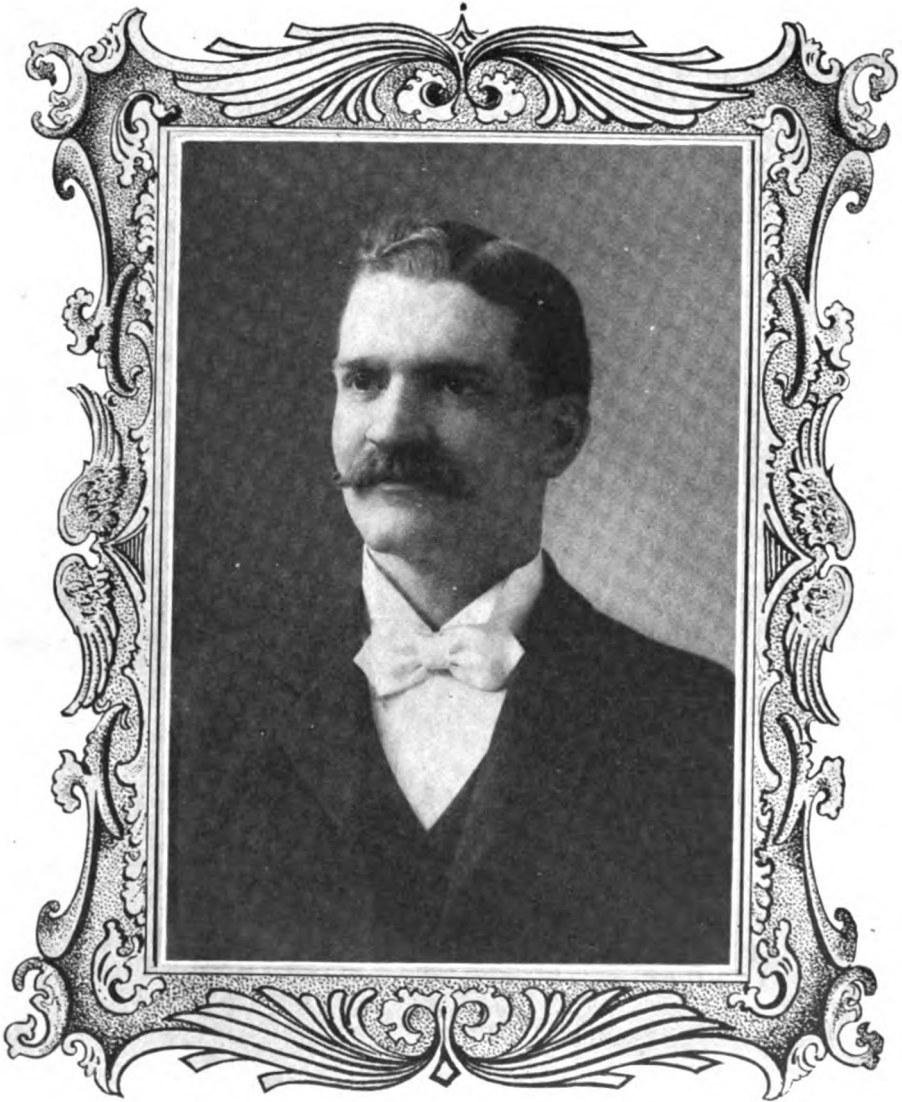
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APR 20 1901

THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.
H. B. PERHAM, EDITOR.



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VOL. XVIII.

APRIL, 1901.

No. 4.

EDITORIAL

A REMARKABLE PAMPHLET FOR TELEGRAPHERS ONLY.

A LONG certain railroad lines in the Eastern and Middle States there has recently appeared a thirty-two page pamphlet, entitled, "Do Strikes Pay." It is sent out anonymously from New York and without any charge for its production and distribution whatsoever, but as its title would indicate, it is calculated to dampen the ardor of those who are joining their issues in order that they may secure a small moiety of the prosperity that is now supposed to be prevalent in this country, but which the man that is working twelve hours per day every day in the year for one dollar or thereabouts does not seem to fully appreciate. It is written exclusively for telegraphers. This pamphlet, which is compiled with a good deal of literary skill and a well-concealed, though questionable motive, goes into the history of the Order of Railroad Telegraphers for years past, it dallies with the truth occasionally and tries a falsehood or two, but as its main theme is individualism for railroad employes and the advantages to be gained by individual

effort, it may be excused in going to any length and resorting to any trick to bolster up a theory that has long since been exploded. After reciting some of the recent history in regard to troubles with railroad companies, and garbling the story as far as possible, and yet have a thread of it remain the author comes to the following conclusions:

1. The Order of Telegraphers, as at present constituted, has never won a strike or labor difficulty of importance with any railroad of the United States or Canada.
2. The affiliation with the American Federation of Labor has been of no advantage to the Order, its two great strikes having been declared and having been lost while the order was affiliated with the Federation. This alliance has been no more beneficial than the Alliance with the Federation of American Railway Employees.
3. The men who went on strike all lost their places and have been compelled to seek other employment or move away from their homes, thus entailing great loss and discomfort not only to themselves, but to the families of those who were married.

4. The railroad officials have invariably offered to adjust real grievances of the operators and in many ways have shown themselves interested in the personal welfare of their employes, and have also shown a desire to advance wages whenever it was possible to do so.

5. There has been mismanagement of the affairs of the Order of Telegraphers and in no instance has membership in it been of lasting benefit to those who joined it.

6. A more satisfactory adjustment of grievances, the railroad officials assert, can be secured through appeals to railroad officials than through appeals to the Order of Telegraphers.

In addition to these conclusions, based upon an impartial review of the matters involved and taken from documents issued by both sides, the fact is worthy of thoughtful consideration that many railroad officials of the present day were promoted to their places from the ranks of the telegraphers. By reason of long and faithful service they have stepped into desirable vacancies. A question of the highest importance for telegraphers in railroad service to consider is whether much more is not to be gained by maintaining an attitude of entire loyalty and of friendly relations toward their superiors than by affiliating with organizations which, according to the records, do not encourage such a course.

Fifteen thousand telegraphers now earning their living at the business will support *THE RAILROAD TELEGRAPHER* in the assertion that those conclusions are false. If they were true it would be a reflection on the intelligence of any man to remain with such an organization.

The author of the pamphlet exhibits considerable self-possession when he takes it upon himself to advise tens of thousands of telegraphers what to do in regard to unionism. The tone of the brochure is likely to arouse feelings of resentment on account of its intense air of proprietorship and paternalism.

For the especial information of the author and all who endorse what he writes, we will say that the Order of Railroad Telegraphers is the manifestation of the best minds and hearts in the telegraph business, that it is built solidly into the rock and

will last as long as the telegraphers have a grievance to complain of. It has contracts with all the more important lines of railway in the United States and Canada, and is on the best of terms with all the leading railway officials. It has been the means of saving the telegraphers from a condition that practically meant annihilation to their self-respect. It has increased their incomes, shortened their hours of toil and shown them how freedom could be gained by means of organization.

The chances are that this specious document was compiled by one of the galaxy of star performers, who has at last received a promotion that was, perhaps, due more to a pair of good flexible knees than conscientious endeavor in behalf of the company that employed him.

If the document had given one valid reason why, let us say, one thousand telegraphers should work for their board year after year, waiting to see which one of their number was going to get the promotion that would enable him to live decently, its purposes might perhaps be justified, but as it stands it is only another instance in verification of the poet Burns' idea that "Man's inhumanity to man makes countless thousands mourn."

NOTICE.

Bro. S. J. Kelley, having resigned as Second Vice-President, does not now represent the Order of Railroad Telegraphers in any capacity.


Bro. J. A. Newman has been duly appointed Second Vice-President by the Board of Directors to fill the unexpired term.

M. M. DOLPHIN.

President.

St. Louis, March 7, 1901.

HON. DAVID C. COATES.

 HE Honorable David C. Coates, Lieutenant-Governor of Colorado, whose portrait appears on another page, is an industrialist whose sterling qualities are at last beginning to be recognized.

When a mere youth he was a bread winner in the steel mills near Pueblo, Col., but he afterwards turned his attention to the

"art preservative," which furnished him with a better field for his ability.

He has made an unqualified success of the printing business and, with Otto Thum as partner, he owns the *Pueblo Courier*, one of the brightest and best labor and reform papers published anywhere.

In the past ten years Colorado has made great strides toward inaugurating the era of justice that reformers in other States are talking for and dreaming about, in fact what reformers talked about ten years ago in Colorado as being something that might be possible in the far distant future, has already been accomplished. Legislators, many of whom are equipped with up-to-date union cards, have been for months past busily engaged in framing amendments to the laws, with everything savoring of a "graft" left out, but the blindfolded lady with the scales always in view.

The *Pueblo Courier* has been largely responsible for bringing about this happy state of affairs, and the commendation of all unionists and reformers wheresoever are due the proprietors of that paper.

Bro. Coates was Secretary of the Colorado State Federation of Labor from 1897 to 1899, and President of that body from 1899 to 1900, when he resigned on account of receiving the nomination for Lieutenant-Governor, a course of action that he stickles for, but which does not commend itself to pie-counter politicians. In addition to his other honors he is a member of Typographical Union No. 175, of Pueblo.

RAILROADS MUST REPORT ACCIDENTS.

THE following act of Congress has been passed and approved and is now a law of the United States.

An act requiring common carriers engaged in interstate commerce to make full reports of all accidents to the Interstate Commerce Commission.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, It shall be the duty of the general manager, superintendent, or other proper officer of every common carrier engaged in interstate commerce by railroad to make to the Interstate

Commerce Commission, at its office in Washington, District of Columbia, a monthly report, under oath, of all collisions of trains or where any train or part of a train accidentally leaves the track, and of all accidents which may occur to its passengers or employees while in the service of such common carrier and actually on duty, which report shall state the nature and causes thereof, and the circumstances connected therewith.

SEC. 2. That any common carrier failing to make such report within thirty days after the end of any month shall be deemed guilty of a misdemeanor and, upon conviction thereof by a court of competent jurisdiction, shall be punished by a fine of not more than one hundred dollars for each and every offense and for every day during which it shall fail to make such report after the time herein specified for making the same.

SEC. 3. That neither said report nor any part thereof shall be admitted as evidence or used for any purpose against such railroad so making such report in any suit or action for damages growing out of any matter mentioned in said report.

SEC. 4. That the Interstate Commerce Commission is authorized to prescribe for such common carriers a method and form for making the reports in the foregoing section provided.

Approved, March 3, 1901.

Bro. H. R. Fuller, who represented the various railroad labor organizations at Washington during the session of Congress just closed, says in his report regarding the passage of the above act:

"The organizations are greatly indebted to Senator R. F. Pettigrew, of South Dakota, for the able and persistent manner in which he fought for the passage of this measure. We can thank him, and him alone, for getting it through the Senate at such a late day. While we had some friends, among whom was Senator S. M. Cullom, of Illinois, who were striving hard to secure its passage, yet all of their plans failed, and no plan except the one adopted by Senator Pettigrew, could have put it through. As will be seen by the *Congressional Record*, he told the Senate he would

object to the consideration of all other bills until this one was disposed of. This meant that if they would not bring this bill to a vote he would not allow them to bring any others to a vote, and would have caused the failure of hundreds of bills, and forced upon them the necessity of an extra session of Congress. We should also feel grateful to Senator Cullum for what he did. He is the chairman of the committee, which is composed mostly of railroad lawyers and stockholders, but in the face of this strong opposition he never lost an opportunity to further this measure. Our cause was also ably championed by the venerable statesman, Senator George F. Hoar of Massachusetts, and his colleague from the same State, Senator H. C. Lodge, and by Senator W. E. Chandler, of New Hampshire. The following members of the House who did much for this measure, and are deserving of credit are: The Hon. J. H. Corliss, of Mich.; Hon. Loren Fletcher, of Minnesota; Hon. J. B. Showalter, of Pennsylvania; Hon. J. Lentz, of Ohio; Hon. Charles Dick, of Ohio, and Hon. E. R. Ridgeley, of Kansas."

This measure will throw light on many things and cause proper appliances to be provided for the further safety of life and limb, both of passengers and railway employees.

COLORADO'S EMPLOYERS' LIABILITY ACT.

THE Thirteenth General Assembly of Colorado, at its session just closed, passed the best employers' liability act ever placed upon the statute books of any State. Senator L. A. Tanquary, Chairman of the Board of Directors of the Order of Railroad Telegraphers, was the author of it. Telegraphy not being classed as a hazardous occupation, the law does not affect them, only in a very remote degree, but all members of the Order will be pleased to note the service rendered to other classes in this bill.

The law is short and concise, its provisions easily understood, and is as follows:

SECTION 1. That every corporation, company or individual who may employ agents, servants or employees, such agents, servants

or employees, being in the exercise of due care, shall be liable to respond in damages for injuries or death sustained by any such agent, employee or servant resulting from the carelessness, omission of duty, or negligence of such employer, or which may have resulted from the carelessness, omission of duty, or negligence of any other agent, servant or employee of the said employer, in the same manner and to the same extent as if the carelessness, omission of duty or negligence causing the injury or death was that of the employer.

SEC. 2. All acts and parts of acts in conflict herewith are hereby repealed; provided however, that this act shall not be construed to repeal or change the existing laws relating to the right of the person injured, or in case of death, the right of the husband or wife or other relatives of a deceased person, to maintain an action against the employer.

The bill has been signed by Governor James B. Orman, and is now the law of the State of Colorado.

One of the finest speeches made in behalf of this bill was by Representative John A. Martin, of Pueblo, a brief extract from which will serve to show its force and general application. He said in part:

"The present disadvantage of the workingmen is, in the operation of the complex machinery of modern industrial life they are governed by laws growing out of and applicable to only the crudest and most primitive condition of society. The tens of thousands of employees of the great corporations scattered over a continent, prisoned in the depths of mines, in momentary contact with death-dealing machinery in the great shops, speeding over the rail in the peril of the night, have their legal status fixed by the common law of England, originating in a social condition wherein the most complex relation was that of the farmer and his hired hand, the smith and his bound apprentice.


"England's barbarous penal code, her laws of property, her marriage laws, her laws of contract, evidence, pleading and practice, her laws fixing the social and political status of the people, have all been relegated to the scrap heap of history; but

one law, fixing the legal status of the great majority of the citizens of this State, and of the republic, still remains in our civil code—a bar sinister across the otherwise fair page of American jurisprudence; and it is to remedy this condition that the laborer is to-day knocking at the doors of the Thirteenth General Assembly.

"It is objected that the proposed law is too sweeping and comprehensive, in that it embraces the individual as well as the corporate, the small as well as the large employer. The answer to this objection is two fold. In the first place a general liability law only is permissible under our Constitution, and a class liability law in a State so generally devoted to industry would be objectionable on the ground that it would engender opposition among the working classes themselves by reason of favoring certain lines of work and excluding others. In the second place there is only a remote possibility of the law affecting individual employes in non-hazardous occupations, and if the individual employer is conducting a hazardous business then there is no logical reason for his exclusion. The objections to this measure are supposititious and far-fetched. Its opponents find themselves compelled to resort to conjecture as to possible inequities, and these, as a rule, are of a trivial nature. On the other hand, the need and justice of such a measure is established by the record of every day's tragedies in this commonwealth. The present fellow servant's law places a premium on the negligence, even criminal negligence, of the employer. Were the employer liable in damages there would be better supervision, safer ways, works and machinery, and a great diminution in the number of disastrous accidents which are daily bringing death and desolation into the homes of the working classes. On the other hand the law would not result in an increase of negligence and consequent injury upon the part of the working man; for what will a man take in exchange for his life? Who ever heard of a sane man being less careful because of his insurance policy, or of third persons exercising a less degree of care because death and injury in their cases were recoverable? Self-preservation, nature's

first law, cannot be weakened by a mere legislative enactment. Greater care upon the part of the master, greater efficiency upon the part of the servant, and a resultant lessening of the number of accidents will inevitably attend the employer's liability act."

MUNICIPAL OWNERSHIP.

T THE municipal elections held in London, England, in March, a sweeping victory was scored to the credit of the party whose chief plank was the municipal ownership of public utilities.

The eventual result will be that the people will own their own water works, their own gas and electric light plants, the street cars and other means of transportation.

As the British Government already owns the telegraph system of the country, as well as the telephones, it is apparent that all the public utilities will soon be under the people's control.

The March election was fought out principally on the question in regard to the ownership of the water supply. London's water supply is now owned by several different companies, the most important and influential one being that of the New River Company, which received its original charter during the time of King Charles II. The profits of this concern have been something enormous, the shares showing the highest premium of which any knowledge exists. The company had the audacity to recently present Parliament with a bill that went far to show that it was but an organized appetite, and its finish was soon in sight. The taxpayers of the city rose in a body and swept into oblivion the Conservative party, which was backing the "grafters."

The Progressive party, which espoused the municipal ownership idea, has secured the entire membership of the Council, as a result of the New River Company's attempted encroachments. It looks now as if they would have to sell their property out to the city at a fair appraisalment or lose out entirely, because the city will inaugurate a plant of its own, and it is to be presumed that the city in its present temper will not

care which horn of the dilemma the companies take.

The city already holds possession of a number of the street car lines and will proceed at once in the construction of a number of new lines in order that the congestion of traffic may be relieved. The council has also taken up the business of providing model tenement houses for the benefit of the poor, and the building trade will be on the boom for years to come in consequence.

It is enough to give a man pause when contemplating these wonderful notions getting into the heads of the conservative citizens of London. It is, however, the second city of the Kingdom, Glasgow, that is entitled to the palm, for that city has been in the public utility business for many years, and has made it an unqualified success.

A PECULIAR ERROR.

THE following circumstance actually occurred upon an Eastern railroad recently, the same being reported by one of our most reliable members. The book of rules governing employes upon the road in question requires that all figures indicating train numbers in train orders shall be given in words as well as figures, but the rule does not seem to be sufficient to cover this case. The peculiarity of the circumstance lies in the fact that notwithstanding all the safeguards thrown around the movement of trains by telegraph, an order was given that under ordinary circumstances would cause a collision, and yet no one person would be held to blame.

A double order was put out as follows:

To C. & E. No. 18 "JX."
C & E. No. 11 "CY."

No. 18 (eighteen) Eng. 2206, and No. 11 (eleven) Eng. 2112, will meet at West Siding Malone. No. 18 take siding.

L. I. R.

This order was sent to "JX" and "CY" at the same time, as usual, "JX" repeating first, after which "CY" followed; both were checked on train-order book and both repetitions were heard by the Train Dis-

patcher and his copier. The copy sent to "JX" was found to be correct, while the copy at "CY" read in part, "Will meet at 1st Siding Malone."

As it happens, there are several sidings at Malone, the West siding at the extreme west end and the 1st siding being the first of a group at the east end about a mile from the west end. Both trains were late and were hurrying to the meeting point and an accident was narrowly averted. The telegrapher at "CY" being a new man on the division, did not know that there was a west siding at Malone and he evidently copied what he thought was sent and so repeated it. The Train Dispatcher and copier felt no uneasiness on the subject—in, fact, had no suspicions aroused as to the truth, as the word "First" would have been used in the order if that siding had been meant. The siding was often mentioned in messages as 1st Siding, and, in fact, had been several times just before the order was put out and received, while the west siding was seldom mentioned, either in messages or orders, and not at all while the new man had been at "CY." In giving publicity to such blunders it may save their recurrence, as the subject appeals to telegraphers exclusively and others will hardly understand the point.

SIMILARITY IN NAMES CAUSES SOME APPREHENSION.

BRO. C. W. DICKERSON, of Erie System, Division No. 42, now located at Wolf Creek, Montana, desires to have it mentioned that he is not the S. C. Dickerson mentioned in the Santa Fe scab list.

Bro. J. P. McCloskey, formerly of Philadelphia, now located at Mansfield, La., is not the J. McClusky mentioned in the list.

Bro. S. B. Newman, formerly of Roanoke, Va., Division No. 113, now located at Cheyenne Wells, Col., is not the H. J. Newman mentioned in the list.

Mr. Fred Clark, who was employed by the Choctaw, Oklahoma & Gulf Railroad during the strike, and now located at El

Paso, Texas, is not the F. Clark mentioned in the list.

Bro Max Levy, now located at Jonesboro, Arkansas, is not the S. F. Levy mentioned in the list.

Bro. Fred W. Shafer, now located at Valley Park, Miss., is not the F. W. Schaefer mentioned in the list.

Bro. Thomas J. Ryan, of the Denver & Rio Grande System, Division No. 49, now

located at Victor, Col., is not the J. L. Ryan mentioned in the list.

Bro. F. H. Smith, who was employed during the strike with the Postal Telegraph Company at Barstow, is not the Smith mentioned in the list, although the name and initials are identical. The F. H. Smith mentioned was not a member, but was formerly C. D. and O. at Evanston, Wyo., with the U. P. R. R.

Editorial Notes

The correspondent who uses office calls and personal "sines" in his letters for publication is still in evidence.

More new members were admitted to the O. R. T. last month than at any similar period since the inception of the Order.

Whatever you do, do not forget that the Southern Railway, the Colorado & Southern Railway, and the Santa Fe are still on the telegraphers' unfair list.

Euripides said, "There is in the worst of fortune the best of chances for a happy change." We have all had a chance at some time or other to verify that.

Twice as much Fraternal matter was received this month as could be accommodated. It is a hardship on the faithful writers, for which there seems to be no adequate remedy.

Those Divisions are the strongest where grievances, great and small, are promptly adjusted. There is nothing gained by avoiding trouble of that sort. Persistent and proper presentation of grievances is the life and soul of a Division.

The subscription list for the Mortimer D. Shaw monument fund will close April 30. The amount then on hand will be expended for as nice a monument as the sum will procure. Those contemplating doing so should remit at once.

Constancy of purpose is a potent factor in success. It is this that makes the trades unions by classes the most feasible method of alleviating the condition of wage-workers. Unions of mixed classes have never accomplished anything of permanent value.

While the unorganized are working for the sake of a meal ticket and living from hand to mouth in constant fear of being turned adrift, the organized are turning the results of their labor into a competence and meanwhile enjoying a sense of security entirely unknown to the other fellow.

In the February number a statement was made that the General Committee of the Norfolk & Western Railway had been successful in securing an adjustment of *all* their differences. It should have read *some* of their grievances. It seems the slate was not cleaned off, although the chances are that it soon will be.

The International Association of Machinists will make a universal demand for a nine-hour work day on May 20th next. The machinists have one of the best organizations in America, yet there are many eligibles who do not understand that it is a valuable privilege to belong to such an association.

Local No. 47, of the United Garment Workers of America, has a grievance against Swofford Bros., of Kansas City, Mo. It seems the firm is willing to pay 90

cents a dozen for making overalls, the garment workers wanting \$1.12. As capital does not wear overalls, it is safe to say that this grievance will be satisfactorily adjusted for the garment workers.

By-laws should be enacted in every System Division at the earliest opportunity making it incumbent on the General Chairman to call meetings of the Division at different points on the system at least once each month. Recent observations taken in different Divisions where apathy and indifference was the distinguishing feature, prompts the hint. Apathy is a deadly foe for telegraphers.

From all reports the telegraph and station service on the Santa Fe Route is still demoralized on account of the new and incompetent help that was hired during the strike. Some station accounts are in such a muddled condition that the chances are that they never will be straightened out. On some divisions the telegraph service is of such a character that it is dangerous to move trains on a telegraph order.

A good member has dug up an instance where an over-remittance was returned to him. He submits the following letter, which explains itself:

Bangor, Feb. 17.

P. J. Larkin, Agent Sebec—Dear Sir: You did not take credit for 25 cents paid fone. on msg. to Charleston, January 15. Please find enclosed. Your's truly,

M. A. PRENTISS.

Does any one know of an instance where over-remittances on "sent paid" or "received collect" business has been returned?

The position which the Pierpont Morgan organization holds with reference to the business and political world is discussed by Mr. John Brisben Walker in the April *Cosmopolitan* under the title, "The World's Greatest Revolution." Familiar with the business world and a student of affairs, Mr. Walker has, while approving of the general idea of concentration which makes for good organization and public economy, drawn a picture of the power now exercised which

will be a surprise to the great majority who have not given this subject thoughtful attention.

Two fast through freight trains on the Southern Railway collided two miles west of Lenoir City early on the morning of March 2 while running at a high rate of speed. The newspaper report of the occurrence says four trainmen were killed and several injured. Not a member of either crew escaped. Those killed were:

C. F. Madden, engineer.

J. M. Stephenson, fireman.

Joseph Copeland, conductor.

W. L. Cash, fireman.

Those injured were:

L. M. Vance, engineer.

R. L. Snyder, conductor.

Thomas Colbert, colored, brakeman, both legs cut off; will die.

J. M. Dean, flagman.

P. L. Williams, flagman.

Peter Hurley, brakeman.

John Stars, section foreman.

It is stated the collision was caused by a mistake in orders.

How is this for a revised federation agreement? If there is any defect we should like to hear about it.

AN AGREEMENT OF FEDERATION.

SEC. 1. Local organizations party to this agreement must represent at least 75 per cent of their class employed upon the railway system.

SEC. 2. In case one or more of the local organizations party to this agreement find it necessary to go out on a strike to enforce its claims against the company, the other local organizations party to this agreement bind themselves not to do any business whatsoever with scabs who may be hired to take strikers' places.

For the Telegraphers employed upon the

A. B. C. R. R.,

JAMES SMITH,
General Chairman;

For the Trainmen employed upon the A. B.

C. R. R.,

GEORGE ROBINSON,
General Chairman, etc.

PERSONAL MENTION

BORN.—To Bro. and Mrs. E. A. Franks, of Loami, Ill., March 29, a fine O. R. T. girl. All doing well.

BORN.—To Bro. and Mrs. E. F. Garrity, of West Grafton, W. Va., February 10, a fine O. R. T. boy. All doing well.

BORN.—To Bro. and Mrs. I. A. Kroft, of Allegan, Mich., March 1, a fine 9-pound O. R. T. boy. Bro. Kroft is working for the Pere Marquette, at Filmore, Mich.

BORN.—To Bro. and Mrs. George G. Davis, of Galveston, Tex., on February 15, a fine 9-pound O. R. T. boy. Bro. Davis is telegrapher in the G. H. & H. manager's office at Galveston.

BORN.—To Bro. and Mrs. Jerry Williams on March 16, at Gunnison, Col., a 10-pound O. R. T. girl. Mother and child doing nicely and "Jerry" is the happiest man on the D. & R. G.

MARRIED.—At the residence of the bride's parents, McHenry, Ky., on April 3, 1901, Bro. C. M. Noll to Miss Minnie Patterson, youngest daughter of Dr. Patterson, who is the leading physician of that city. Bro. Noll is agent for the Illinois Central Railway at McHenry and is universally liked. The telegraphers extend congratulations to the happy couple.

DIED.—Bro. F. E. Beers died at Florence, Col., on February 28, 1901. His wife and little son survive him, who have the sympathy and condolence of the telegraphers of the Florence & Cripple Creek Railway, and elsewhere.

DIED.—Bro. J. Harris Rehl, who had been ill from a complication of troubles for a long time, passed away at 40 minutes past 12 o'clock in the morning of March 15, at

his home in Cleveland, O. Bro. Rehl was at the time of his death an attached member of the Grand Division and was well and favorably known as a telegrapher and organizer. The telegraph fraternity extends sympathy and condolences to the bereaved relatives.

DIED.—Bro. A. T. Landry, General Secretary and Treasurer of Pere Marquette system, Division 39, passed away at Saginaw, Mich., on Sunday, March 17. He had been a patient invalid for many years and it was the opinion of many that his intense interest in this organization and his work as Secretary sustained him for a long time and made him oblivious to his physical suffering. The telegraphers desire to express condolence and sympathy with the relatives of our deceased Brother.

WANTED. — Present address of Johnie Honnald. Last heard of at Saltwells, Wyo.
R. E. FARRIS,
Murray, Utah.

WANTED.—The present address of Justin L. Adams, last heard of at Knoble, Ark., working for the Iron Mountain, August, 1900.
W. H. JONES,
Red Buttes, Wyo.

WANTED.—Present address of Mr. F. A. Grace, telegrapher. Last heard from was working for the Great Northern Railway at Atlanta, Mont.
ROGER FISON,
N. P. R. R. Co., Lind, Wash.

WANTED.—Present address of H. K. Williams, telegrapher or trainman, formerly of Kidder, Mo. Last heard of at Kalispel, Mont., on the Great Northern.
R. O. WILLIAMS,
Milano, Tex.

WANTED.—Present address of D. J. Connell, formerly agent at Durant, I. T., for the Katy.

R. O. WILLIAMS.

Milano, Tex.

WANTED.—Present address of F. E. Wagner. Last heard of at Lumber City, Ark., with the Iron Mountain Railway.

J. E. HOPWOOD,
Beaver, Pa.

WANTED.—Present address of John Cronin. Last heard from was working for R. G. W. Railway at Midway, Utah. John, if you see this, write me.

W. L. ABBOTT,
Hammond, Ind.

Cassius C. Buzzard, a telegrapher, is hereby notified that there is a telescope grip that evidently belongs to him, stored at this station.

W. H. DAVIS,
Station and baggage master, M., K. & T. Ry., Waco, Texas.

Bro. J. W. Barber, of Pittsburg Division No. 52, has recently been appointed paymaster for the Monongahela River Consoli-

dated Coal & Coke Company. This is a deserved promotion that his many friends on the Pennsylvania Railroad and elsewhere will be pleased to hear about.

Would like to correspond with Brothers in Mexico, Canada, and United States or possessions, who are interested in stamp collections.

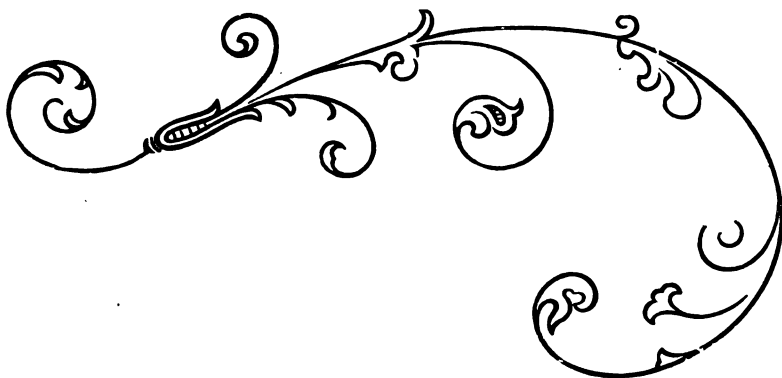
E. B. BRITTAIN,
Dallas, N. C.

Will sell my "premo." camera, new and in perfect order, with all the necessary accessories, cheap for cash. Suitable for either amateur or professional. Correspondence invited.

JOSEPH R. HOPKINS,
Maidens P. O., Va.

NOTICE.—To all who may wish to interest themselves in a movement having for its object an easier and more satisfactory method of applying for and securing bond, especially for restoring of bond to those rejected. Communicate with

CERTIFICATE 254,
Lime, Col.



Cleanings

You pray for the poor, but you vote for the rich.

* * *

Evil is wrought by want of thought, as well as by want of heart.—*Hood.*

* * *

Our greatest glory is not in never falling, but in rising every time we fall.—*Confucius.*

* * *

It is said the new glass-blowing machine turns out tumblers at a cost of six cents a hundred.

* * *

The man who is dressed in shabby clothes is not always to be despised; his children may be warmly clad.

* * *

It looks funny to see the working class—"the most powerful because of its numbers"—begging for laws from the weaker class.

* * *

A sponge ten feet in circumference and three feet in diameter, found in the Mediterranean, is said to be the largest ever marketed.

* * *

The annual reports of the factory inspectors of the various States show no material decrease in child or female labor in factories.

* * *

Our railroads control more men than Washington ever saw; the coal trust commands more than did General Grant.—*Industrial Freedom.*

* * *

Pennsylvania barbers are waging a successful crusade against Sunday shaving. A number of convictions under the State law was secured during the week.

The Standard Oil Company employs the eight-hour system in many of its Eastern concerns—that is, eight hours in the forenoon and eight hours in the afternoon.

* * *

On the 1st of April the window glass trust shut down 80 plants in order to curtail production and keep up prices. About 30,000 men were thrown out of employment.

* * *

When laboring people request an advance in wages during bad times they are called fools. When a request is made during good times, it is a shame to stop work, etc. This is a world with funny people in it.

* * *

Over one-half the water works plants in this country are owned by the municipalities. Of the number 205 have changed from private to public ownership, while but 20 have changed from public to private ownership.

* * *

"I rejoice at every effort workingmen make to organize. * * * I hail the labor movement. It is my only hope for democracy. * * * Organize, stand together. Let the Nation hear a united demand from the laboring voice."—*Wendell Phillips.*

* * *

Ezra Kendall, the well-known actor, is progressive in more ways than one, and talks like a true socialist and in a manner that might be emulated very well by others of his profession. "I believe in unions and in the ultimate triumph of all unions," Mr. Kendall wrote in an open letter recently. "Competition is the death of trade and the life of art. Co-operation is the

only road which leads to permanent prosperity. The price of perpetual peace is sacrifice; not a contribution of blood and treasure, for that is destruction. Destruction of one's interests is not sacrifice. It is simply a contribution of ignorance to chaos."

* * *

Equal wages for men and women, who perform like labor, are provided by a bill now before the Legislature of Missouri. A violation of the act, should it become a law, will constitute a misdemeanor and be punishable by a fine of from \$10 to \$100.

* * *

"I welcome the growing power of trades unions, because they bring generally the best men to the front, and clothe them with a grave responsibility, which is itself an education, and fits them to educate others by their leadership."—*Arthur Townbee*.

* * *

We can fight an open enemy easily enough, and with spirit, but when it comes to apologizing for some of the acts of some friends of a cause, it becomes a dispiriting proposition. The cupidity of our friends is frequently more harmful than the onslaughts of the enemy.

* * *

"If the consolidation movement should continue further," says the *St. Louis Mirror*, a Republican paper, "it will ultimately be an easy proposition for the Government to assume control of every railroad and manufacturing plant in the country, and to realize the cherished dream of the followers of Marx, Lassalle, and Bellamy."

* * *

In connection with the recent celebration of its 50th birthday, the Illinois Central Railroad is to give bronze medals to its officers and employees. All who have been in the company's employ for over one year on the 10th of February will receive medals. The medals for the highest officials and the humblest employees will all be the same. One side of the medal shows the trade mark of the road, and the other will bear the name of the employe and the year of his service. Nearly 16,000 medals will be struck.

A manufacturing company of Richmond, Va., on Feb. 21 shipped over the Seaboard Air Line a train of 105 solid carloads of baking powder, containing 3,018,155 pounds of this product, as shown by railway records and bill of lading. Each car in the train was new and the whole train, pulled by four locomotives, was photographed several miles from Richmond as it started on out. After being extensively photographed the train was broken into four sections, which were run 20 minutes apart. The freight prepaid on the shipment amounted to \$14,161.04.

* * *

In Texas a man once advertised for "a boss hand over 5,000 sheep that can speak Spanish fluently." Then there was the horse dealer who boldly advertised: "A splendid gray horse calculated for a charger, or would carry a lady with a switch tail." W. S. Gilbert, of Gilbert and Sullivan opera fame, was standing on the steps of his clubhouse, when a stranger approached and asked: "Does a man belong to your club with one eye named Walker?" "I don't know," was the answer, "what's the name of his other eye?" An ad. contains the request for "a coachman to look after a pair of a religious turn of mind."

* * *

An Associated Press dispatch from Norfolk, Va., says: A big trust which will have absolute control of the big production of all the lumber mills and plants throughout the vast yellow pine districts of Virginia, North Carolina, and Maryland, is now being formed, with a capital of \$50,000,000. Governor Smith, of Maryland, and former Governor Jackson, of the same State, both large lumber capitalists, are heading the big combination. The financial arrangements of the trust are being managed through August Belmont & Co., the New York banking house. The combination will include 12 large lumber companies now running from five to twenty mills each.

* * *

After a struggle of over 10 months, success has perched on the banner of the striking textile workers of Jamestown, N. Y. On April 19, 1900, the textile workers in the

factory of Hall & Co. asked an increase of 5 cents per day in wages. Their request was refused, and a strike followed, which has been bitterly contested by both sides. The terms of the settlement provide for a reduction in the hours of labor from 60 to 57 per week, the same rate of wages as prevailed when the strike was begun, and the reinstatement of all the old employees of the factory. The basis of the compromise was the acceptance of the shorter workday in lieu of the increase in wages.

* * *

"Eternal vigilance is the price of liberty." Not only is vigilance the price of liberty, but it is the keystone to success. The unions which prove a benefit to their members are those whose members are ever ready to make the best of their opportunities; who never fail to advance the cause of unionism whenever and however they can, who are always alive to their own interests and are self-reliant. The indolent and half-hearted unionist becomes a prey to his active employer. Don't be a listless member of your union. Attend union meetings, interest yourself in the organization's work, put your shoulders to the wheel and help make your union a success. While you are doing this, don't forget the label. It is the recognized insignia of union labor, and when you demand the label you create employment for your fellow-craftsmen and help to convince the world of the benefits of trades unions.

* * *

An Ohio judge has defined the constitution of baggage, rendering a decision on the point in a recent case. He held that by baggage is meant such articles of personal necessity or convenience as are usually carried by passengers for their personal use; it does not include merchandise or other valuables designed for other purposes, such as sale or the like. He said the test seemed to be, whether or not, according to the habits of persons of like condition, the particular things carried as baggage would be fit and proper for their personal use in connection with the journey. And it is clear, he said, that under

no circumstances can merchandise or articles carried for business or trade, however insignificant the value thereof, be carried as baggage properly speaking.

* * *

The New York Newsletter is securing and publishing the signatures of leading men in the labor movement of that city to the following excellent pledge:

I hereby agree that I will purchase union made goods wherever possible; especially will I support the union labels of all crafts equally with that of my own.

I will not purchase a non-union newspaper, or buy from those who advertise in such, and particularly will I support those business houses that support us. I will do all in my power to urge others to do likewise.

I further promise to do my utmost to attend the union meetings and to uphold the officers in the discharge of their duties. Where possible I will take an active part in the work of the union.

I will try to be a union man in fact as well as in name.

* * *

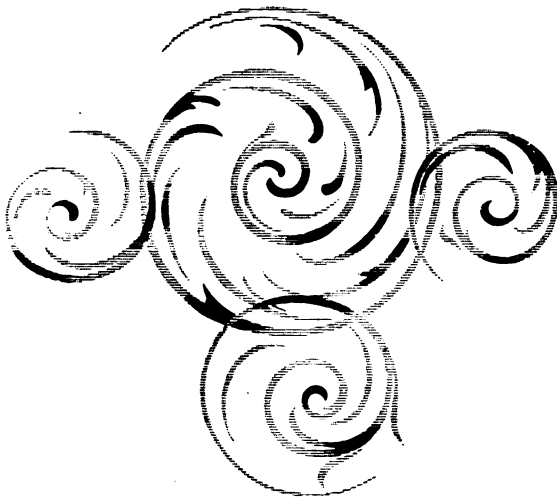
Colorado is setting the pace for her sister States in the march toward economic reform. The Legislature has passed and the Governor has signed the Bucklin tax amendment to the Constitution. This amendment authorizes any county in the State, at any general election, not oftener than once in four years, on petition of 100 resident tax payers, to vote on the question of exempting personal property and landed improvement, from local taxation and of deriving all local revenue from land values irrespective of improvements. This is the system of local option which obtains in New Zealand and other Australasian colonies and has proved so successful that the sentiment in its favor is almost universal. The economic results of this measure, should the people of Colorado decide in its favor, will contribute to make that State the most prosperous in the union, for it means the encouragement of industry and the discouragement in speculation in the source of all raw materials, without which industry can not operate.

And it came to pass in the days of combined capital and competing labor, that the tribe which is called "Orps," being mighty slingers of lightning, took counsel one with another, saying: "Behold, we are a numerous tribe, but our masters make us compete one with another for labor, saying, 'Ye that will labor for the least wage, even ye will we hire;' therefore, let us build a wall, which is called a union, around our trade so that others may not enter into competition with us, for verily the supply of Orps. is greater than the demand."

And it seemed good in the eyes of the

Orps. that they do so, and they straightway swore one unto another to forbear forever after and teach no man the mystery of their craft. Neither their father, their mother, their sister, their brother, nor their mother-in-law. Neither their man servant, their maid servant, their ox, nor their burro, and to kill dogs like unto Tanquarys.

And it seemed exceeding good in the eyes of the Orps, and they builded a wall like unto an union, and it stands even unto this day, a protection unto the Orps and a stumbling block in the path of their enemies.



MISCELLANY

THE RISE AND GROWTH OF WEALTH.

BY E. BENJ. ANDREWS, LL.D.

HOW does a nation or a community grow richer? This question would be answered after a fashion by saying that a group of human beings is better off with every addition it makes to the store of those things which our first two chapters defined as wealth. This is quite true, but we wish, if possible, representations of the process of wealth growth as if it were going on before our eyes and not merely to have a definition of it.

Some have thought that a nation's wealth was added to only by increasing its stock of money. Clearly this is not the only way. Adding to the money supply in a country is a wealth-making operation only where money is needed and needed more than the articles which have to be parted with to secure the money. Thus a balance of foreign trade in our favor at any time, meaning an excess of exports over imports, the difference coming back in money, is not necessarily a sign of prosperity, though at times it may be such. It is another error to suppose manufacturing necessarily more productive than agriculture; another to regard agriculture the sole method of accumulating wealth. A class of writers prominent in France 100 years ago considered manufacturing "sterile," as having no effect, but just to change the forms of things. Whatever value it might add to materials they regarded as merely the worth of the food, tools, etc., consumed by the laborers in the process. Trade, too, these writers thought "sterile," merely passing wealth from one hand to another, what merchants won being at the cost of the nation. So clear a head as John Locke

falls into the perfectly patent error that what one party to a bargain gains the other must lose.

Boisguillebert makes clear the productiveness of wise exchange by supposing three men bound to stakes 100 paces apart; the first with a stock of victuals, but naked; the second, with a huge pile of fuel, but no food; the third, with a superfluity of clothing, but no other supplies. Could they exchange, all three would be happy; as they cannot, all three die.

Take another case. One man owns a dray horse, but needs a roadster; a second needs a dray horse, but owns a roadster. They exchange and both are richer. The community is also richer, since both these citizens can now better perform their work.

Transportation not infrequently originates wealth. An instance is the ice trade prevalent between New England and the West Indies before so much ice was manufactured in the tropics. As early as 1843 Boston shipped 55,000 tons. Uncut it cost 25 cents a ton; packed in the ship, \$2.55. At destination it brought \$65 a ton, an advance of more than \$3,500,000—almost entirely due to transportation alone. Car loads upon car loads of hides go yearly from New York City to Chattanooga to be tanned and returned as leather. In this case travel is not the cause of the increased value; it is only the condition thereof, being necessary in order that the excellent tanning properties of the Tennessee chestnut burr oak may be utilized.

It is thus clear that wealth production never consists in the creation of new material, a deed beyond the finite power. It is the bringing into existence by conscious finite act of some of those things, properties, influences or relations which build up men's temporal welfare. We originate

wealth by so shaping, combining, or placing given elements or forces of the universe or of man's nature so as to bring forth, impart, or increase utility. Immaterial wealth is begotten by the development or training of useful intellectual power, skill, sleight or habit, or by putting human beings in some way into new relations to each other or to nature.

Material wealth is brought into being in many ways, of which the following are the most usual and typical: First, by rendering available to men the useful elements or the spontaneous products of nature, as by hunting, trapping, gathering wild fruits, or taking water gratis from springs or streams and purveying it to people at a distance; second, by extracting minerals, gold, silver, iron, diamonds, etc., from the earth; third, by growing vegetable or animal products by the wise direction of nature's forces; fourth, by transporting things from place to place, as corn, when they are burning it in Kansas, to New York, where it will bring from 50 cents to \$1 per bushel; fifth, by changing the mechanical form of matter, as in making tools, furniture, or cloth, or its chemical constitution, as in manufacturing soap; sixth, by exchanging things between different owners, as in the case of any trade in which both parties gain; seventh, by creating any material device calculated to be helpful in one of the above offices.

These processes are all positive in their nature, but there is also what may be denominated the negative production of wealth. All prevention of decrease in wealth or of the destruction of wealth, no inconsiderable part of the work of clergy, judges, army and police, is negative production. The public servants named do not for the most part make additions to the community's stock of wealth, but their exertions are of a character to prevent that loss, that diminution of wealth which would be sure to occur were these exertions not put forth. Religious and other teachers may do more than this; they may form men's minds, increase useful human faculty and talent, thus becoming producers in a positive manner; and the same is true of judges so far as their opinions and decisions

become a source of helpful legal instruction or information to the public.

Production is not negative simply because it begets no new thing or form. The washing of clothes does not do this, but it is positive production. Excavating for a railway creates no new thing; it simply removes obstacles; it is, however, positive production. All production might be considered as simply the removal of obstacles.


Is speculation productive? Does it add to the community's hoard of wealth? Answer to this question depends on the nature of the speculation in question. Very much so-called speculation, perhaps most of it, is certainly not production in any sense, being purely of the nature of betting and gambling, which simply transfers money from one hand or pocket to another, but cannot increase the community's total wealth by a penny. What one man gains by these means someone else inevitably loses. In practical effect they always decrease wealth, because they make against industry and thrift.

But not all speculation deserves this condemnation. If I buy 1,000,000 bushels of wheat when wheat is low I help prevent it from going lower. If I hold for a rise and by and by sell I help keep the price from going as high as it otherwise would. In other words, my operations tend to make wheat prices steady and to prevent or minimize fluctuations, which is always greatly beneficial: It would seem, therefore, that speculation may take place in a way to prevent loss and discouragement, and therefore be—not positively, but negatively—productive. Generally speaking it is only speculation with genuine intention to transfer the goods which has this valuable effect, steady prices and tending to help the net efficiency of man's productive operations. Betting on futures, in which a vast amount of speculation essentially consists, does not have this saving efficacy, but precisely the reverse.

In concluding this lesson let us look at a few special cases connected with production. 1. There are forms of technical creation, as the making of things that do no one any good, which have no connection with production in the economic sense. The

word production might be applied to creation of that sort, but it would not be wealth-making production. 2. What we have seen to be true of gambling, betting and vicious speculation, viz., that while they may enrich individuals they do not enrich, but tend to impoverish the community, may be equally true of processes which actually multiply wealth of a certain type. If the wealth they originate is only "fake" wealth, like obscene books and pictures, then the productiveness which begets it is only "fake" productiveness. 3. There is production—real production—which at first and visibly swells general wealth alone, advancing individuals' possessions only in the same ways as all public benefits do. Many, not to say most, new railroads cause loss to their first owners. Few, if any of them, fail to benefit their locality. Good public works require taxes, but more than repay these, whether enhancing the selling value of individual estates or not. 4. National wealth may be increased at the expense of the wealth of the world, just as private wealth may at the expense of the whole community. What the enriched nation gains need not come by way of conquest or by any act of its own whatever. Great Britain for years had cheap sugar, partly as a gift, at the cost of the continental states through the operation of their sugar bounties. In consequence Dundee jams and marmalades undersold those made beyond the channel, a new source of gratuitous gain to the British nation. We should in strictness denominate as absolutely productive only such industries as promote the wealth of mankind.

THE COLORADO MIDLAND RAILWAY SCHEDULE.

 HE telegraphers of the Colorado Midland being rather proud of their schedule and desiring to win for their road a fair share of patronage request that it be published. It has been in effect since October 1st last. It reads:

The following rules and rates of pay will govern the employment and control of telegraphers upon the lines of this company.

ARTICLE 1.—At offices where only one (1) telegrapher is employed, twelve (12) consecutive hours, including meal hour, shall constitute a day's work.

At offices where day and night telegraphers are employed, twelve (12) consecutive hours, including meal hour, shall constitute a day's work.

ART. 2.—Telegraphers, when required by proper authority to work overtime, will be paid twenty-five (25) cents per hour overtime so worked, with a minimum of twenty-five cents for each call.

In computing overtime, fractions of an hour of less than thirty (30) minutes shall not be counted; thirty minutes and over shall be counted one hour.

When claims for overtime are disallowed, notification shall be given by proper officials, stating reasons.

ART. 3.—When telegraphers are taken from their offices for service at wrecks, washouts, slides, fires, or on snow plows, or any other service of an emergency nature, they will receive two dollars and fifty cents (\$2.50) per day. Ten (10) consecutive hours shall constitute a day's work; then receive thirty-five (35) cents per hour overtime worked, and no other compensation, time to be computed from time they start until they return; provided, they shall not receive pay from seven (7) p. m. to seven (7) a. m. if excused by proper authority, where they can secure sleeping accommodations.

ART. 4.—When absent from regular duty attending court on company business, telegraphers will be paid their fixed salary and two (\$2) dollars per day expenses.

ART. 5.—In case of suspension or dismissal of a telegrapher, for reasons which he considers unjust, he shall have the right to refer a statement of his case in writing to the Trainmaster. A thorough investigation shall be given as promptly as practicable of his case, at which the aggrieved employe shall be present. In case he is dissatisfied with the result of the investigation, he shall have the right to appeal his case to the general superintendent. If, upon investigation, the employe is relieved of the charge against him, he shall receive full pay from the time removed to the time reinstated.

If, after said investigation, the employe is suspended, the time of suspension shall date from the time he is removed.

ART 6.—The minimum salary is sixty-five (\$65.00) dollars per calendar month. When

new positions are created, salaries will be made in conformity with positions of a like character, as shown in this schedule.

Where merit is equal, seniority will have preference.

Rates of Pay.

STATION.	Agents and Telegraphers per Calendar Month.	Day Telegraphers per Calendar Month.	Night Telegraphers per Calendar Month.
Colorado Springs, Dispatcher's Office		\$80 00	\$80 00
Colorado City		Clerk, 75 00	Clerk, 75 00
Manitou	\$90 00	Clerk, 65 00	
Cascade Canon	75 00		65 00
Green Mt. Falls	75 00		
Woodland Park	75 00		65 00
Divide		Clerk, 75 00	Clerk, 75 00
Florissant	75 00		67 50
Freshwater	65 00		
Hartsel	65 00		
Bath			65 00
Newett	75 00		
Buena Vista	75 00		65 00
Granite	75 00		
Arkansas Junction	85 00		75 00
Leadville		Clerk, 80 00	Clerk, 80 00
Busk	72 50		
Ivanhoe	72 50		72 50
Sellar	72 50		
Thomasville	70 00		70 00
Basalt		Cashier 75 00	Clerk, 75 00
Aspen		Cashier 90 00	Clerk, 75 00
Carbondale	75 00		
Cardiff		Clerk, 75 00	
Glenwood		Clerk, 65 00	

B. H. BRYANT, *General Superintendent.*

Approved:

C. H. SCHLACKS, *General Manager.*

NEED OF ORGANIZATION.

IT is strange that we do not see the absolute necessity of centralization of labor. It is necessary on account of the organization of capital. The organization of capital is not an experiment any longer, writes Prof. W. A. Wyckoff in one of the Eastern papers.

In the matter of labor organizations, this country is fifty years behind England. Never in the history of the world was there a system of labor so gripping as in England at the close of the eighteenth century. Gradually there came about a reversal of

things, although economists, prominent among whom was John Stuart Mill, told the workingmen that there was no use in organizing.

But the workingmen of England did organize, and to-day they are better fed, receive higher wages, and work half as many hours a day as they did at the close of the eighteenth century.

The higher the degree of labor organization, the more quickly will the problem of the conflict between capital and labor be solved.—*Charles W. Fear, in Omaha Daily News.*

EVOLUTION RATHER THAN REFORM.

PROF. GEO. D. HERRON, philosopher and scholar, has begun a new social crusade, and delivered his first lecture in that connection recently in Chicago. We give some extracts from his talk. In his own language he declares that his followers make no demand for reform, but for a radical and complete evolution, for "the abolition of capitalism, the doing away with the wage system, and for the wiping out of the present business and social conditions." Continuing, he said:

"We are in the thick of a world crisis that is at once economic, religious and political, and that crisis is disclosing to us that our civilization is practically bankrupt. In a profound and fateful sense, the modern world is practically without a religion, without a living or unifying principle of faith. The old altar fires are dying out, and the night is very dark. But the spiritual instinct of the world is not dying out, nor is it becoming less capable of breaking forth into exalted and marshaling passion. It is rather becoming scientific and democratic.

"It is in the fragmentary nature of recent reform programs that we must seek their failure. They were not followed because they were not worth following. Not because of anything radical in recent programs have they and their leaders been without effective following, but because of their very lack of radicalism. The people are more radical than their leaders. The sheep have more sense than their shepherds. Men will not now be led by tame and tinkering proposals.

"Our whole civilization and culture are built out of the various forms of private property in man. The capitalistic system is merely the enforcement of this world system of human ownership. Let us not be deceived by academic and ruling class notions of liberty. We are not free. The meaning of liberty has scarcely dawned upon us. We are, on the whole, a world of hard-driven and perpetually frightened slaves, whose best manners are still in the cringing state, and whose religious teachings are thoroughly servile in source and effects. Whether it be labor of hand or

mind it is labor done under some other kind of lash or menace; some kind of lash or coercion. The labor of the world has love at its heart, but it has a slave built civilization on its back, and the slave fear on its soul. Our thoughts are the thoughts of slaves, and our deeds are the deeds of slaves, and we pray the prayer of slaves.

"By their own faith must life and labor purify themselves from the marks of slavery. The new religion must gather into one liberating meaning and purpose the detailed works and facts of life, and let these be its faith and sacraments. We do not need to look into the heavens to find God. We need not implore the skies for strength, nor hunt the mysteries for wisdom, for the human individual is the divinest and wisest force. The gods of the priest and politicians are dead, but on the social horizon breaks the day of the unfearing average man, who stands upon his own divinity while he brings forth lovely and heroic deeds out of the workshop of ordinary experience, and moves out to disclose his own free individuality as the final and wonderful reality of the universe."

TRADES UNIONS ARE TRUSTS.

IT is argued by our opponents that trades unions are "trusts." Like unto the name of Jesus, that sacred word trust has, by the wickedly inclined, been used to fill many a hell hole, and to shield from public view the derelict doing of the damned.

Trust feeds the hungry, clothes the naked and uplifts the down-trodden. Trust builds cities, ennobles States, and maintains our form of government. Trust piloted old Father Columbus' little canoe safely across the stormy sea to plant the holy cross of religious freedom, where it has ever since stood unshaken. Trust supplied George Washington and his army with the sinews of war to drive from our land the oppressive enemy of freedom. Trust leads us to be good on earth in order to get a home in Heaven. Trust comforts the widow and succors the orphan. The word trust has many a noble meaning. And when our

opponents assert that the trades union is a gigantic trust, we blush with patriotic pride, and plead guilty to the noble charge.

Organized labor is one gigantic trust, upon whose sacred intentions hang the life destinies of every horny-handed son of honest toil. Organized labor is a trust in which its members are bound to each other to uphold the highest sense of honor and noblest principles of true manhood. It is a holy trust of poor, honest toilers, organized for the sole purpose of counteracting the depredations of the wicked combinations of speculative capitalists. Organized labor is certainly a sacred trust, without which every honest toiler would to-day be ground down to starvation wages and unbearable conditions.—*Amalgamated Journal*.

JUDGE TULEY'S DECISION.

THE case taken from the jury by Judge Tuley (for he directed a verdict of not guilty) was one in which a local non-union contractor, Frank L. Davis, charged certain officers of the Mosaic Workers' Union with conspiracy to injure his business. The facts alleged by the plaintiff were admitted, but the construction put upon them in the complaint, was denied by the defendant.

It seems that the union had issued a circular to architects, builders and contractors setting forth that Frank L. Davis was the only mosaic manufacturer in Chicago who had refused to sign the agreement with the union, and, in consequence, no union men would work for him. The circular further said: "We therefore request you not to let any contract to him until he has acceded to our demands. Sympathetic strikes will result on any building where he gets a contract."

Was there in these statements a wrongful attempt to injure the non-union contractor? After summing up the evidence, Judge Tuley declared the law bearing upon the facts to be as follows:

"The law holds that any person in competition with another may state the truth regarding the business of the other, however injurious to the business of the other

that truth may be. This is true of combinations and corporations as well as of individuals. The motive in making such truthful though injurious statements may be to take from the other some of his business, and to add to the business of the person making those statements. The motive is a legal one. The act and the motive in this case are both legal."

In other words, competition is industrial warfare, and injury is not the test of wrong. A man has a right to attract all the patronage he can, not only by praising his own goods, but by telling unfavorable things (provided they are true) about the goods of his rivals. He may injure them, but his method is not wrongful. The Mosaic Workers' Union simply told the truth about its relation to Davis and the consequences that would follow the letting of contracts to him. An injury may have resulted, but such an injury as the union had a legal right to inflict.—*Chicago Post*.

BETTER TIMES FOR WORKINGMEN.

THE following questions were sent to Mr. Edward Markham, at his home in Brooklyn, who wrote the answers especially for the *Christian Herald*. The lines quoted in two or three of the questions are from Mr. Markham's collected poems, published by Doubleday, Page & Co., entitled "The Man with the Hoe and Other Poems."

1. On what questions should all branches of labor unite for the good of the country?

On the reduction of the hours of labor per day; on compulsory arbitration; on the study, from humane motives, of the co-operative ideal of industry.

2. In what way, or toward what end, should labor utilize its gigantic strength?

They should resolutely will to come into harmony and unity of aim and aspiration; they should make appeal through the ballot box for an enlargement of the rights of man. They should strive to so organize the world as to keep open the gates of opportunity.

3. What opportunities should the new century bring forth to the workingman?

Security in his work, and sufficient leisure from his work to give him time to cultivate his moral and aesthetic nature.

4. What effect, in your opinion, will great combinations of wealth have upon the workingman of the future?—will concentration of wealth, trusts, etc., prove a benefit to or a drawback to the workingman's progress?

Great combinations of wealth will tend to make great counter combinations among the working classes. Trusts will be a decided drawback to the workingman's progress unless some means shall be found to make them serve the good of the whole people, as now they serve the good of a very few.

5. To what degree should the workingman be made a partner of wealth?

If I understand your question, he should be made a full partner. In other words, he should receive the full value of the things he makes or does.

6. In one of your poems, "The Man Under the Stone," you compare a workingman to a man going through life pushing a great stone always up hill. What is the workingman's real burden—what is the real stone of his up-hill life?

The great stone is his unequal struggle for bread to-day, still further weighted with the fear of penury to-morrow, and the dread of a destitute old age. All this, of course, springs out of the narrow margin of scant wages and precarious employment.

7. What kind of help, aside from higher wages, does the laboring man need?

He needs the contented mind that comes from security in his work and joy in his work. This necessarily carries the idea that he must have more leisure and more culture.

8. What would most help to lighten the toiler's burden?

Co-operation in the place of competition, in the industrial world. Co-operation is the logic of Christianity.

9. How can the Government best help the workingman?

As a first step, by assuming control of railroads, telegraphs, etc., and so moving wisely on toward government ownership of

all industries which in private hands have become a menace to the public good and public safety.

10. What should be done with the idle millions? With the great army of men who want work and yet can find nothing to do?

As first steps, they might well be employed by cities and States, at living wages, upon public works. If enough work of that kind is not forthcoming, let the public powers establish shipyards and other industries sufficient to employ the willing hands. Of course, if we had a more effective organization of industry, working time for the now idle could be found by cutting down the excessive hours at present forced upon the overworked. Keep cutting down the hours of the day's work until everyone has work.

11. Are strikes, which are really battles between workmen and employer, helpful or harmful to the toiler?

As a rule they are harmful to the toiler. But at times they seem to be cruel necessities.

12. Would the toiler benefit if, instead of striking, he submitted his grievances to the General Government, or to a labor department, regulated by law and having a minister of labor in the President's Cabinet? Would not this be a better way for the workingman, for the settlement of differences between employer and employed?

Yes, labor should be represented in the Cabinet by an intelligent laborer; not by a parlor farmer, nor by a retired capitalist. The method you suggest of settling strikes would be a decided improvement upon the present hap-hazard plan.

13. "Their blind feet drift in the darkness, and no one is leading." What kind of leaders do the toilers need?

They need leaders with the white purity of a St. Francis and the iron resolution of a Cromwell, leaders whose watchword shall be "God and the People!" Such men were Joseph Mazzini and John Ruskin.

14. How can the church best help the "brother to the ox?" How reach him, lift him up?

By studying the anxious problems of economics and finding a way of applying the Golden Rule to industry.

15. And workingmen? Have we a "sister to the ox?" How should she be reached, uplifted—her burden lightened?

Yes, we have a "sister to the ox." Men and women rise and fall together. In general, the same means that will lift and lighten man's burden will alleviate woman's burden also.

16. Do churches and church workers neglect the working people? Do they pay enough attention to the factory centers and great industrial towns?

No, churches do not give enough attention to these matters. Indeed, the burning question in each church to-day should be the social problem. The saving of men's souls is closely connected with the amelioration of their social and industrial conditions. The church needs a new baptism of the Holy Spirit, which is the same as saying Social Spirit.—By EDWARD MARKHAM.

"HOME, SWEET HOME."

THE gray night has fallen. The streets are deserted, and the moon is watching o'er the sleeping village. The stupid owl, somewhere amid the oaks on the hill-side, has awakened from her slumbers and her effusions of deep, droll notes are borne on the breeze that is creeping, faint and sweet, from the distant woodland. At this ghostly hour, her unmelodious voice causes the lone wanderer to feel a sort of dread and fear, and even the less superstitious start and shiver as if about to realize the conclusion of this strange uncomprehended doom, called life.

The rabbit has stolen timidly from the solemn quietude of the thicket, and from the height, the cunning fox, is winding his way to the valley where the mountain stream is flowing peacefully along.

The fallen leaves, which are scattered among the withered flowers which faded o'er dead loved ones, are rustling in the balmy air, and they alone break the stillness of the desolate churchyard, where the young and the old are peacefully and silently sleeping.

In yonder grove of forest wood a light is gleaming from the window of a cheerful cottage, where a wife and baby are listening

to "the kettle's evening song, and anxiously waiting the return of one who, plodding up the ravine, is humming the sweet strain of "Home Again."

The cottage door is open. The weary traveler is folding his wife in his arms, and is kissing the dimpled cheeks of the crowing babe.

The supper is over, and the kettle is silent. Baby has closed his large, blue eyes, and a smile is crossing his chubby face, as though dreamland was unfolding some sweet vision of childhood. The watch-dog has curled himself on the hearth-stone, and his honest brown eyes are looking up into his master's face as if trying to make out the meaning of the joyous hour. A bright, wood fire is burning in the fireplace and the little room is cozy and warm.

The evening prayer has been said. Two little, soft hands are closed o'er a heaving breast, and the father, mother and babe are wrapped in dreams which are woven with visions of an hour ago. The faithful watch-dog, driven back by an ember from the glowing fire, is curled on the rug, and, save for the ticking of the old kitchen clock, the heaven-like home, sweet home, is still and quiet.

HARRY S. BLACKBURN.

March 4, 1901.

THE PEACE DREAM OF THE AGES.

WAR is hell," said the greatest living warrior. Into the mouth of that hell the nations have been pouring their best and bravest, but it is hungry still. No sacrifice satisfies it. No improvement robs it of its hatefulness and horror. The spirit of war is the spirit of hell, ugly, vengeful, fiendish, not to be named. Ever since Cain lifted up his hand in hate against his brother, the war-spirit has wrought like madness in the brain, and fired with murderous passions the blood of men and of nations. To this day it works havoc in social, industrial, and international life. The war-clouds on the horizon are charged with hate, and rise from the bottomless pit.

But war is not all. Its judgment day is coming. Its glory will fade, and all its pomp and circumstance vanish into thin air. The noise of battle and the confusion of

warring tongues will pass away in music, the music of peace and good-will. Through the ages, and over all the voices of hate and strife the peace-note sounds. Obedient to that note, as it grows stronger, all the discords of earth will fall into harmony, and the peace song of Bethlehem will become the music of the world.

Say it is only a dream, and that from it the world of men has had many a rude awakening. It may be a dream, but at the heart of it is a promise which makes for fulfilment, and a hope which is the saving of the world. It is by no magic that the arts of war are to give way to the arts of peace, and the ideals of militarism be changed for those of citizenship and service. Men will not beat their swords into ploughshares, and their spears into pruning-hooks lightly, or cry Peace, Peace, when in their hearts there can be no peace. Nations will not cease to learn war any more because of any whim or empty phrase about peace and good-will. The selfish interests of commerce will not do it, nor the coarse lust for gold, nor the high pleadings of civilization. Not for pity, nor for love, nor for humanity's sake will the sword be sheathed. The hell of war is too deep for that, and too pitiless.

But that is not the Peace-dream of the ages. It is not by changed conditions, but by changed character, the dream will come true. When men love righteousness rather than gold, and seek truth rather than territory, and are obedient to love rather than lustful for power, then shall the dream be fulfilled. The prophet's vision saw the nations turning to Zion that they might learn the new law. By that law they shall be changed, and having learned the lesson of love they shall not learn war any more. The context of the prophet's dream is moral, not political. Because he believed in truth, he dreamed of peace.

That exultant hope, which all the wild agonies of war cannot blight, nor the wilder clamor of the militarists stifle, is, indeed, the philosophy of the world's history. Like a silver thread it runs through all the checkered warp and woof of racial strife and international war, giving meaning and purpose to all. That is the "increasing pur-


pose" of the ages. Its fulfilment is brought nearer by every worn-out lie, and every trampled fraud and every work of hate undone. Some day the man of war will find his occupation gone, and his strength will be turned to the service of peace. All the streams of tendency are making for righteousness. Truth alone endures. The peace-dream of the ages is

"That far-off divine event

To which the whole creation moves."

J. A. M., in the Toronto Daily Star

IDLE RAILWAY MEN.

 CAREFULLY prepared estimates based upon investigation covering 29 States, showing the number of unemployed men in this country, bring to light some startling information, and disclose a condition bearing upon the railway industry well worthy of criticism, and of much interest to men now in service, and those who contemplate taking up this line of work.

The writer has devoted the greater part of three years in an earnest effort to secure substantial data wherefrom a positive statement could be prepared, showing the exact number of idle men who could rightfully be classed as railroad men, and to determine if their inaction was voluntary or the result of some specific act on their part or general movement of employers. In doing this, numerous difficulties were encountered and various obstacles were present which prevent issuing a statement absolutely correct as to exact numbers. However, sufficient information is at hand to convince fair minded persons that the number of unemployed railroad men has reached alarming proportions, notwithstanding the fact that a greater number are required to operate the lines at present than at any time during the life of American railroads. Statistics gathered from 131 railway and industrial centers, not including New England, North and South Carolina and Georgia, show that men now idle and formerly employed on railroads, of ages ranging from 30 to 55, constitute 20 per cent, or one-fifth, of the total number of unemployed. The average

term of service rendered to the various departments by the number mentioned shows 16 years.

That portion of the reports which shows 60 per cent of this class as physically and mentally sound, but refused employment on account of age, seems almost incredible in view of the prosperous condition of traffic, and the fact that information gathered refers only to those over 55 years. Thirty per cent are exempt under the age limit, but rejected on account of physical defects. Five per cent frankly declare their inability to provide suitable record. The remaining 5 per cent have no desire to re-enter the service. It should be borne in mind that many thousands of former railroad employes of the rejected class have engaged in other lines of labor, and are not mentioned in the figures quoted.

Many fail to see the justice of this enforced idleness, which may in time lead to serious industrial disturbances. Whether or not there is an element of danger in this seemingly bad condition, the policy inaugurated and responsibility for its existence is due to the attitude of the railroad companies, who, for many years, have given special attention to the age and physical qualifications of their employes in all departments of the service. Some lines have placed the age limit at 35 years, while others have decided not to employ men over 28. Wide experience, a good record, intellectual superiority, and moral uprightness are not considered in passing upon the fitness of candidates for employment, the essential qualifications being youth and physical perfection. Brain and muscle is an unequal struggle with muscle in the ascendancy.

In the interest of peace, it is well to reason together. If an army of energetic, industrious men are reduced to a condition of helplessness, while yet physically and mentally vigorous, and removed from a field of usefulness into which they are prohibited to again enter, and forced to take up, though unwillingly, the brutal burden of poverty, and become a part of the hungry horde of discontents, can any one doubt that bitterness will be created, and harmony destroyed? Contentment is a condition precedent to tranquility, and should be estab-

lished whenever and wherever possible. The best employe in any and all industries is the contented one. A hundred thousand men, strong in mind and muscle, idle because of the loss of a finger, or perhaps a year or two beyond the age limit, in constant association with their younger and more fortunate brothers, will certainly sow broadcast the spirit of discontent and the doctrine of hate.

It is true that many hazardous features of train service of former years are happily removed by the adoption of safety appliances and power brakes. This has added to the general comfort, and lightened the burden of those employed, liability of accident has been lessened, and each year fewer men are crushed beneath the wheels. It also removed the necessity of having well trained men to couple cars and handle trains with hand brakes. We have passed from the age of links and pins to one of levers and hose, from a scene of frightful slaughter to one of comparative safety. During the former period, men with fingers and thumbs missing were in demand. A crushed hand was its own indorsement. It served all the purposes of a traveling card while on the line, was ample reference at terminals, and was not considered a misfortune to seriously deplore. The chance for employment was not impaired, but rather improved.

In the later period "old timers" are not required. They are classed as undesirable, their skill no longer necessary. Their disappearance from the field of action was coincident with the adoption of modern safety appliances and the removal of the dangerous methods of long ago. Very few of this class shared in the benefits that inventive genius has wrought in the interest of this giant industry.—*F. J. O'Rourke, in Chicago Inter-Ocean.*

RIGHT AND WRONG.

WHILE we are loth to think that the bulk of mankind are actually heartlessly indifferent to the best interests of their fellows, we are obliged to believe, from observation through a long experience in business, both in its upper and lower stratas, that little thought is given

to the well-being of the employe in figuring the cost of production. Whenever it becomes necessary to decrease that cost, the next thing thought of is a reduction of wages of the actual worker or producer. It is a rare thing to reduce either the number or remuneration of the non-producing element in the business, or to look over the field and see if there are not methods in use that might be dispensed with, or replaced by others that would bring about more economical results in production.

It is, without doubt, much easier to cut wages of the help, but from our standpoint, how much better in many ways to do the other?

Every man in a leading position likes to be considered smart, and if he has a proper conception of pride, likes to know himself that he has done a good thing. Every man who has an ambition above the mere dollars and cents, he gets for doing his work, one who feels a satisfaction that he has done a good thing, that he has, by the use of his powers, brought about a desirable state of affairs without injury to any one, has something to be proud of. Anybody can cut wages and reduce cost of production, but everybody cannot do it without. There are plenty of ordinary men; mighty few extraordinary ones.

Had you not rather for the sake of your fellow men, who are not as well situated as yourself, be one of those high class men who have not only the brains but the will and energy to carry out what your superior ability has enabled you to see. You are not only able to compete with the world, but are able to do it without hurting your fellows, and to have, as well, the satisfaction of knowing that you have accomplished something that your competitors were either too lazy, brainless, or indifferent to the rights of others, to do.

We have spoken in regard to reducing the number of those who are non-producers when it has been deemed necessary to reduce cost of production rather than the wages of the actual producer. It might be said that that would be as unjust as cutting wages, but, as we look at it, it is better that a few should be obliged to look for a whole living than that the many should be

obliged to be miserable on half what they need. It is much easier for a few to find a new means of livelihood than for many to do so, and as things are at present in this world, it must be "the greatest good for the greatest number." It has always been from the beginning of time that someone or something has had to be sacrificed for the general good, but in this era it seems to be reversed, and it has come to be that the *comfort* of the many is sacrificed that the few may live in luxury.

We believe that "the laborer is worthy of his hire," and that every man should be rewarded according to his several abilities, that one man can earn more than another and is entitled to all he can earn, but that ability consists in taking every possible advantage, morally or legally, wrong of those who are not as fortunate as yourself, we do not believe.—*Union Boot and Shoe Worker.*

THE FAITHFUL SLAVE.

THE editor of the Cedar Rapids, Iowa, *Daily Gazette*, gives the following pen picture of the faithful employe, who for twenty-five years and more has served faithfully his employer, but who is now on strike, because he could not accept the conditions imposed upon him by the company. And one wonders why the people are not contented:

"It pains us to see gray-haired men who have done their work honestly, manfully and skilfully for a quarter of a century, being the best years of their lives, out of work because they could not conscientiously obey the peremptory demands to accept certain terms and conditions, or be compelled to quit. Many of them have grown old in the service. They have been loyal and true. We have known some of them personally for twenty-five years, have enjoyed their acquaintance and friendship. They have plodded along during all these years, receiving such wages as the company saw fit to pay, rearing and educating their families, paying taxes, performing their duty like the honest, loyal men they are, endeavoring to pay for their modest homes, and have been model citizens. They have been com-

pelled to practice economy, doing without most of the so-called luxuries of life, except such as come to true hearts and are not purchasable with silver or gold. We know what their struggles in life have been, what anxiety, care and perplexities have come across their pathways. We know the stuff this class of men are made of, the bravery required to stand up under the discouragements they are so frequently called upon to face. It is of the older class of men, remember, this special reference is made."

FOR THOSE WHO ARE LEFT.

IN a decent world, nothing which is universal and inevitable can be hideous. Its settings may be cruel; but Death itself is not hard—as probably all know who have often faced the grey change. Nor have I ever seen one die afraid. The swift pat of a bullet, the sweet drowsiness of mortal cold, the queer, weak content of an unstanch'd bleeding, the mechanical halt of breath in a peaceful bed—none of that is hard. It is easy to die. It is not even an effort.

To live is work. Inside us, but without our mandate, our ceaseless navvies of heart and lungs toil over their unbroken treadmill. That two-pound valve—the only muscle which is independent of its landlord's will—lifts more in a lifetime than its 200 pound owner could. And all this strange, involuntary, tremendous enginery travels without rest that we may be things that beyond it all shall, for ourselves, toil and hope, win and lose, love bitter-sweet, and be bereaved even as we love; that we shall have our faiths and our doubtings, our ideals and our disillusion, our joys and our agonies. If it were as cruel to die as to be left, the world would be a madhouse. But it is no trouble to die.

But we who must now stay this side that impenetrable door our hopes have passed—how shall we do? Shall we beat upon its unechoing panel, and cry aloud? Shall we lie dumb beside it, useless to them that are still unshowered as to him who has passed through? Shall we treat it as a special trap laid by Providence to pinch us? Is it an affront and robbery? A personal spite of Heaven upon our marked head? Shall we be broken, or bitter, or hardened?

Or shall we go on, the more like men, for having now all man's burdens, in the ranks that need us? Shall we envy them that are spared our pain, or find new sympathy for the innumerable company that have tasted the cup before us, and the greater hosts that shall taste it after? Shall we "won't play" because the game is against us? Or play the more steadily and the more worthily for very love and honor of the dead?

They who have lived and suffered should be able to understand the springs of human action. I can comprehend how men lie, steal, murder. Even how men, for a child's death, curse God—and accurse all in His image that are bounden to them. They see it that way—and man always justifies himself somehow for whatever he does. But, from another point of view, that all seems impudent and cowardly. If a man cared really more for his child than for himself, should it not occur to him that the only thing he can do now for that promoted soul is to be worthy to have begotten it. To be a wiser man, a juster man, a tenderer man; a little gentler to the weak, a little less timorous of "advantage," a little more unswerving in duty as I see it, a little more self-searching to be sure I see it straight—what else can I do for my little boy? It is good to remember; but the vitality of remembering is to *do* for its sake.

—Charles F. Lummis, in *Land of Sunshine* for January.



Woman's World

A SISTER'S PROTEST.

AS a member of that despised class which thinks, according to the rule suggested by that noble specimen of womanhood, Frances E. Willard, that "Woman should be allowed to do any work which she has proved herself capable of doing well," I am filled with righteous indignation at the continued story by "Box Car Bill" in the February TELEGRAPHER.

There are several phases of this story which need an abler pen than mine to do them justice; and I hope that some other sister, seeing this, will help to show the brother the error of his ways.

In Genesis i., 27, we find that "God created man in his own image * * * male and female created he them." This would seem to show that they were created alike in intellectual and spiritual powers and also in physical needs. If all mankind were like he of the box-car, the latter resemblance would be a most unfortunate one for many of us. For, if all men regarded the ability of woman to earn her own bread as a great calamity many of us would go hungry.

Let us look at some of the reasons why women, more and more, enter business life.

No true woman will dispute the proposition that the peaceful, happy home is the ideal life for woman. Pick up any daily paper and read the accounts of quarrels, divorces, crimes and drunkenness, and ask yourself how many can be trusted to make these ideal homes. Think over half a dozen families of your acquaintance, and see if most of the girls are not both educated and refined, while the boys are of the class that you do not want your sister to know. One great difficulty is that women are demanding of men that they shall

more nearly rise to the standard upon which she is placed. They argue, and with reason, that the commandments were given to mankind, not to women alone; that if an act is a sin, it is a sin for man as well as for woman. If God intended one code of morals for man and another for women, why do we find but one in his Book? Rank heresy that, isn't it? Of course, the mission of pure, noble womanhood is to guide and sustain her weak, erring brother. How easy it is to make the transformation. Does a man get drunk and disgrace himself? Poor fellow, he was led away by bad company. Does he smoke a disagreeable old pipe? He does it for company, or to stimulate him, or to soothe him, whichever excuse is the most convenient. Let a woman fall into such bad habits, and is she respected? She should not be, and neither should the man. When affairs of state are to be settled it needs the strong, massive intellect of the man to adjust them. Forget, please, that he is the same poor, weak fellow that got drunk a while ago.

The writer was once severely criticised by a man (?) working in the same office in the capacity of operator. A lady arguing with him said: "What would you have her do? She has to live?" "Let her get married," was the reply. This man spent all he earned and all he could borrow in saloons, and left shortly after coming on the division, discharged, and too drunk to know if he was going east or west.

Query: (1) Which was the better off, his wife, or the old maid? Query: (2) Which was the more capable and the better entitled to a position of trust, the man or the woman?

Another specimen of this class objected very strenuously to seeing a woman placed

in a railroad office, where she had to "listen to trainmen swear." He received the same salary as myself, on which he was supposed to support a family of ten, and the oaths he would use in one day among his family would outnumber those that a woman would hear in the office in a year. But, then, it makes a difference, I suppose, if one's own husband does the swearing.

Another queer feature about woman's work is that it doesn't hurt her at all to work in offices, stores or other public places, if she works for her father and is not paid for it. I know it is true, for I have seen it tried. One girl of my acquaintance worked in her father's country store, where there were all kinds of profane, vulgar men loafing, and occasionally there was a drunken brawl by way of variety. All this she was obliged to hear and see. Yet I heard no one say there was any impropriety in her employment.

You will please notice that the brother gave credit to the lady employes for neatness, punctuality, conscientiousness, good temper and general efficiency. I make my best bow and say "Thank you!" Did it occur to you that perhaps these facts were reasons for the preference for women employes? The chief dispatcher, who employed me, told me personally that he preferred lady operators because they were more conscientious and attentive to business. Not because they work for less pay, please observe.

A great many use the argument that we keep young men out of positions. Well, unfortunately, we have to live, too, so I can see no wrong in it, if it is true. Since coming to this Division at least a dozen operators have been discharged, but I do not blame myself for their troubles. It is simply a case of "the survival of the fittest."

The part of Brother B. C. B.'s story that makes me most wrathful, however, is the statement, repeatedly given, that we are the cause of low wages. Here we have the names in the February TELEGRAPHER of 170 Santa Fe "scabs," and not one woman's name on the list—not one. I read the *Journal of Labor* also—vile little sheet it was, too—but never a woman's name did I

see in connection with the Southern strike. And while several hundred men failed to pay assessments to carry on that strike, I know of at least one woman who can show a receipt for payment.

The first occasion of a letter to this journal from my humble pen was in argument with men who claimed that a woman should receive less pay for the same work than a man receives. The opposition claimed that our expenses were less, for we could do our own laundry work, sewing and other trifling little "stunts" while not in the office. As they didn't explain when we should sleep and rest, they got the worst of it.

Think again *real hard*, and see if there are a greater number of scabs and wage-cutters among women than among men. You know that since the day that Adam put all the blame on Eve it is a time-honored custom to follow his example.

After careful reflection, I have decided that it's "In for a penny, in for a pound." So, even at the risk of being called "strong-minded," I will speak briefly of woman's suffrage. Of course, it is out of the question for a woman to understand affairs of state. She has no reason to be interested in the finances of her country—why should she be? Let her pay her taxes, and go home and feed the canary. The wise ones will see that her tax money is used; that ought to be satisfactory to her. It is quite likely the manufacturers and trusts know how much she ought to pay for what she eats and wears or otherwise consumes; so why should she bother her pretty little head with politics?

Still it is hard to suppress a groan when one sees a man, raised under a different Government, and probably a poor citizen at that, one who hasn't brains to think on any subject except what he eats and drinks; and cannot even read the English language; march up to the ballot box and deposit his vote for the party which will pay the most for it.

The crowning insult, though, was allowing the Sioux Indians to vote. Just imagine the men, appointed for that purpose, explaining to the old blanket Indian, whose

chief joy is "fire water," the rights and duties of citizenship.

If women were allowed to deal with the temperance question in a legal way, there would be no occasion for a "Nation crusade."

You will use the same old shop-worn arguments about the corruption of politics and its debasing effect on womankind. Politics are corrupt, were from the beginning, and, I fear, always will be. However, according to your own argument that woman's mission is to keep man from lapsing into savagery, this is the very field for action. She will not of necessity be contaminated with the evil any more than in any other sphere of action. It would not be pleasant work, but as men obviously *will* not better these conditions, then women *must*.

The Brother asks in which place his sister is in more danger of losing social caste, the office or the kitchen. Undoubtedly the latter. That condition is not right, for all honest labor should be equally respected; but from experience on one hand and observation on the other, I certainly think it is true. The reasons are obvious. A girl who is mentally capable will do the work that pays best and that gives her the most advantages. Domestic servants have so long been the butt of ridicule in this truly democratic (?) land of ours, that they do not often receive due respect. Especially is this true in the South, where negroes formerly did the drudgery. Another reason is that a girl employed in an office has better opportunities for reading and self-culture. The life in the kitchen is too narrow.

Though it never has been my privilege to travel in a box car, yet I have seen something of social conditions in several localities, and I am not speaking theoretically. I have some knowledge of boarding-house life in the city, and was never able to distinguish, by their conduct, between teachers, stenographers, telegraphers, musicians and nurses, though all were represented. Any lack of refinement could easily be traced to nature, rather than to occupation. A truly refined woman can

retain her characteristics in the offices or wherever circumstances place her.

Those four old maids won my hearty admiration—not because of their athletic achievements, but because they had become independent by teaching school. It is a miracle—nothing less. It usually takes the salary for literature, stationery, board and Normal expenses. Success to them!

But, Brother, you surely concede that teaching is a refining occupation, much more so than an office? How, then, did these old maids learn to rope steers, "bust bronchos," shoot grizzlies, and all the rest of it?


Now, Brother "Box Car Bill," the bitterness I feel on this subject was not all called forth by your story; it is the outgrowth of years of thought on the injustice done us.

We only ask you to "live and let live," to be honest with yourselves and with us, to remember that as conditions have changed for men, they must of necessity change for women, to believe that we, too, are capable of clear thought and action without necessarily being bold, brazen creatures. We do not want to compete with men, or to infringe on their rights and privileges; but to work as freely and independently as they. And if we dare occasionally to present our side of the question, please do not use such odious epithets as "short-haired" and "strong-minded;" that is, in the sense generally used.

Let us all stay here on Mother Earth and, working together, strive to right the wrongs rather than "fly to evils we know not of" in some other planet.

Dot.

HUSBAND VOTED AGAINST HER.

 MONG the gifted women of Philadelphia none shines with more brilliancy than Mrs. Florence Earle Coates.

Among Mrs. Coates' treasured possessions is a letter written by Matthew Arnold shortly before his death, in which he spoke of the delightful hours spent in her home and expressed the hope of a speedy reunion in her fragrant garden.

At one of the elections of the officers of the Philadelphia Browning Society, with its 1,100 members—over which Mrs. Coates presides—there was an amusing episode.

Printed slips bearing the names of nominees had been collected from the audience, and the committee who had been appointed to count the votes were just about to announce to Mrs. Coates her unanimous election, when Mr. Coates handed her a slip with her name heavily crossed and re-crossed in an almost vicious fashion, and remarked:

"Here is some one who objects decidedly to your election."

Mrs. Coates took the paper, smiled, flushed, and laid it aside, evidently not caring to have the committee see how much she felt the objection, and the conversation went on. But her eyes recurred in a troubled way to the scowling erasure, and finally, picking it up, she murmured:

"I wonder who it can be? Someone, I fear, whom I have unintentionally hurt or displeased"; but just then, catching a glimpse of her husband's face, she exclaimed: "Why, it was Mr. Coates, of course! How could you?" and joined heartily in the laugh that followed.—*Philadelphia Post*.



Poetical

The Nevada Operator.

A feller ain't responsible fer all the yarns he'll hear,
So I'm a-goin' to tell you one thet strikes me mighty queer.
I don't believe in ghosts an' sich, an' allers did maintain
Thet when a feller's dead an' gone he don't come here again,
But this 'ere operator's yarn has sot me thinkin' some
'Bout things thet I don't understan' aigzackly how they come;
An' when you to come to size it up, they's lots o' things thet be
Thet can't be worked by 'rithmetic' er double rule o' three.

I bought some prospect-holes out West—got swindled, too, I s'pose—
Wife allers said I couldn't see a inch beyond my nose—
An' when I went to hunt 'em up, about a month ago,
'Way out in ol' Nevady, an' about a foot o' snow,
I got off where my ticket read, an' Sich another town!
They wan't a tree er house in sight fer miles an' miles around!
"Where every prospect pleases;" to me it's mighty clear
The man thet writ them cheerin' words was standin' right 'long there.

Whilst I stood there a-parleyin' betwixt myself an' me
'Bout which hotel I'd stop at, I looked around an' see
A box-car with a open door an' stairsteps up the side
To jest as fine a feller's home as ever lived er died.
He was the agent of the road, an' worked there nights alone,
An' mined it in the day-time; he discovered the great "Pine Cone,"
Thet he said would turn out millions, sure, when silver got its rights,
An' then he'd quit an' go back home; no more o' workin' nights.

I'm counted purty well-to-do; but I'd give half I've got
Ef I was jest as knowin' an' contented with my lot
As thet lone operator is; I sot tell broad daylight
A lis'nin' to his logic an' philosophy all night.
You've heer'd thet sort o' shiverin' sound thet goes along the wire
O' cold an' frosty winter nights an' makes you want a fire?
I ast thet operator ef he knowed jest what it was,
But he said it couldn't be explained by no effect er cause,

But thet it was the sperits of old-timers thet was dead
An' left unfinished business here: "Now, hear thet one," he said;
"Thet's old Jack Spaulin' sendin' press; ain't thet a rattlin' gait?
"He died o' yellor fever down in Memphis in '78.
"Why, jest a little while ago I heer'd as plain as day,
" 'I, I, g, a. J. M.,' it said; thet was Jim Moreland's way
"O' tellin' 'em they needn't mind how fast they let it come;
"Poor Jim, he came out West fer health, an' found his last long home.

"Now lis'en how it's changed its tone; I reco'nize 'em all;
"Thet's Jerky sendin' orders for the west-bound cannon-ball.
"He's in a hurry; always was; My, how he loved to roast 'em!
"An' then he'd turn 'em over on the other side, an' toast 'em.

"Now jest hear thet, how low it sounds; now there I reco'nize
 "Poor Old Mort Shaw a-pleadin' with the boys to organize.
 "Ef they'd a staid with poor old Mort 'way back in '83
 "They'd a ben a tower o' stren'th to-day, same as the O. R. T.

"Mort died a little while ago in poverty obscure,
 "But you can bet the boys is goin' to make his name endure.
 "They're goin' to 'rect a monument an' inscribe it with his name,
 "An' they ought to put somethin' on it 'bout 'He never courted fame.'
 "His heart an' soul was in the work; the order O. C. T.
 "Was his pet hobby from the first, an' I think we're goin' to see
 "The fruits of poor old Mort's good work before another year;
 "He's dead, but such good work as his ain't never lost; no, sir."

He reco'nized a dozen more an' told me to a T
 What each one was a-doin' of an' who he used to be,
 Tell, by an' by, the roarin' stopped. I've tried for many a day
 To figger out what caused thet noise, an' now I'm free to say
 They ain't no better theory thet I could ever find
 Than what thet operator, with a broad an' gen'rous mind,
 Give me thet night. Ef you're ever caught like I was 'way out West,
 Hunt up thet operator; they's a heart beneath his vest.

—Rube Farmer.

The Hidden Meaning.

High above the crowded street
 Countless wires both cross and meet;
 Paths are they for fairy feet.

Shod with lightning from the sky,
 Unseen messengers glide by;
 What they bear none may descry.

Often, when the wind is strong,
 We can hear their wailing song,
 Borne those slender threads along.

But, in list'ning, who can say,
 As the message glides away,
 Whether it be sad or gay?

So in every human breast
 Lies some mystery, unexpressed
 E'en to those one loves the best.

Only we ourselves may know,
 As our hurrying life beats go,
 Whether it be joy or woe.

—Clara Boise Bush in *New Orleans Times-Democrat*.

Never Mind.

When I useter stub my toe
 In the rocky road,
 Mother, she could soothe my woe;
 She's the one that knowed
 How to banish my dismay
 With a word so kind.
 It stopped hurtin' when she'd say:
 "Sonny, never mind."

Arnicky, an' lint an' things
 Couldn't stop the pain,
 But her gentle voice, that rings
 Often an' again
 In my dreamin', had a charm
 Strong, though undefined.
 Jes' them words 'ud help the harm—
 "Sonny, never mind."

If she only could be near
 When I stumble now,
 Maybe I could persevere
 With a placid brow—
 If she jes' could pat my head,
 As when she would bind
 Every boyish hurt, an' said:
 "Sonny, never mind."

—Washington Star.



FACETIOUS

Financial Comment.

"What do you think of a man who overdraws his bank account?"

"It isn't much to his credit."—*Town Topics*.

Friendly Suggestions.

Maud—See here, man; is this the smoking car?

Brakeman — No, mum, there ain't any smoking car on this train. You'll have to wait for the 10:13.—*Somerville Journal*.

Inherited the Graft.

"How does it happen," asked the hippopotamus, with some envy, "that nature has favored you with such a long neck?"

"I suppose," responded the giraffe loftily, "my original ancestor must have had a pull."—*Chicago Tribune*.

Evidence of Truthfulness.

Judge (to female witness)—Your name, madam?

Witness—Matilda Murphy, sir; aged 46.

Judge—Well, really! (To the jury.) Gentlemen, you will be kind enough to believe everything Miss Murphy has to say.—*Nuggets*.

Enough for a Swallow.

"You must keep your mouth shut when you are in the water," said the nurse, as she gave Bessie a bath. "If you don't, you'll swallow some of it."

"What if I do?" asked Bessie innocently. "There's plenty more in the pipes, isn't there?"—*Exchange*.

Knew What to Expect.

It was Friday. He had just proposed. The girl said she'd think it over.

"H—how soon can I have an answer?"

"Well," said the girl, "if you don't get an affirmative answer from me by Monday, you may know I'm married to somebody else."—*New York Evening Sun*.

Par Example.

George—Just look, father! Isn't our baby the finest in town?

Father—It may be, George, but I hope it won't turn out to be like a car window.

George—How is that, father?

Father—Hard to raise and after you do raise it, unmanageable.—*Philadelphia Record*.

Quite Another Matter.

Aarons—Did you hear dot latest about Finkelstein?

Jacobs—No. Vat vas it?

"Vy he gave twenty-five thousand dollars last Friday to dot leedle poy vat vas run over mit dem sthreet cars."

"Is Finkelstein gone crazy already? Vot ails him dot he do such a ding?"

"Oh, he vas on der jury."—*Life*.

Any Idiot Knows.

"Any idiot knows," said Rex the Riddler, "that the real reason the Boers sleep with their boots on is that they want to keep De Wet from defeat. But can you tell me this: Why cannot a deaf and dumb man tickle nine women? You'll never guess it. Give it up? Well, a deaf and dumb man can't tickle nine women because he can only gesticulate. See?"—*Exchange*.

Casey's Case.

Law Notes is responsible for the following illustration of the convenient elasticity of a technicality in the right hands:

A Canadian gentleman, named Casey, was appointed to a government place which technically had to be occupied by a lawyer, which Mr. Casey was not. The benchers of the Law Society, however, undertook to obviate the technicality and appointed one of their number to examine him as to his knowledge of the law.

"Well, Casey," said the examiner, "what do you know about the law, anyway?"

"Well, to tell the truth," said Casey, modestly, "I don't know a single thing."

"I have examined Mr. Casey as to his knowledge of the law," the examiner stated in his affidavit, "and to the best of my knowledge and belief he answered all the questions entirely correctly."

Course They're Spuds.

A red-faced and by no means soft-voiced woman came into our grocery shop the other morning, and by the gleam in her eye one could see that she had a bone to pick with the grocer.

"Why don't you send me what I send after?" she demanded. "Here I sent my boy over here for five pounds of spuds and you send back word you didn't keep them."

"We don't," said the clerk.

"You do, too," contradicted the irate lady. "What's them, if they ain't spuds?"

"Potatoes," said the clerk, mildly. "Did you want potatoes?"

"Of course I did," snorted the lady. "Didn't I send for spuds? Law me, ain't you ever heard potatoes called by their right name before? Spuds, I said, and anybody but a born idiot knows what spuds is!"—*Washington Post*.

How Appearances Deceive.

A portly citizen left a Woodward avenue car at High street between showers yesterday, but was hardly on the sidewalk before he began yelling and beckoning at the car.

"It's agin orders to stop except at crossings," observed a passenger on the rear

platform, as the conductor reached up to the bell-rope.

"Yes, but he has probably forgotten something."

"Well, let him get it when the car comes down. I have no patience with forgetful men."

"I guess I'll stop, anyhow."

"It's a shame to do it."

The car was stopped, and the man came running and puffing to call out:

"Left my five-dollar silk umbrella in the car."

"Yes, and here it is. I was keeping it for you," replied the individual who had opposed a stop.

"Thanks. You are an honest man. If there were more men like you this would be a better world to live in. Here—have a cigar."—*Detroit Free Press*.

There Was Sorrow There.

The Colonel halted his horse in front of a Dakota dugout and uttered a vigorous "Hello!" and after a minute a tow-headed girl of about sixteen years of age showed up and looked over him and said:

"Now, then, what ye whoopin' fur and who be ye?"

"Can I get anything to eat here?"

"Not a thing."

"Any water for my horse?"

"The spring's gone dry."

"How far is it to the river?"

"Dunno."

"Please ask your father to step out."

"Pop's been on a drink for a week."

"And your mother?"

"She's got the toothache. That's her cryin'."

"Haven't you got a brother?"

"Yep, but he got snake bit yesterday and don't feel well."

"Well, what about you?" persisted the Colonel. "You seem to be all right."

"Oh, but I ain't," she replied as she made ready to disappear. "I was to git married yesterday, but my feller got shot by an Injun, and it'll take two weeks to ketch on to another. This ar' a house of sorrow, sir, and ye will please to ride on and not ask any more fool questions."

Our Correspondents

"TRUTH EXPOUNDERS AND QUIBBLERS."

BY JOSE GROS.

THE human mind is bound to become a very queer tool, if vitiated by wrong trains of thought. The grand dogma of the world has been that education and intelligence shall build up the mind, but the world, the wisdom of the ages, has failed to see that even education and intelligence are subject to classification, that even intelligence and education can be right or wrong, rest on sound or unsound concepts of life and human duty. What we call ignorance is a blank, a *tabula rasa*, where you can write what you like, but fill up the mind with wrong concepts of life, with a wrong education, with a defective intelligence, and it is almost impossible for us to write anything else in that mind. The mind being replete with trash, it has no room for truth. Can we prove that that is not the general condition of humanity to-day, at the portal of the Twentieth Century?

Take, for instance, the concept or philosophy by which we try to justify the greatest deformities of modern progress. We say that they come from "*that law of nature of no gain without loss,*" and so no good without evil in the social organism. Because, what can loss and gain mean, in the moral order, in human conduct, but evil and good? Remember that the aim of that philosophy is to justify our own evils and present them as the inevitable corollaries of the good that we claim civilization evolves. That philosophy establishes a partnership between good and evil, by which evil is perpetuated, and without which

it could not, because evil has no self-existing power. It has simply the power of self destruction. Good alone is self-existing, as God alone is self-existing. Evil is simply the potentiality or actuality of our being able or preferring wrong to good, pain to joy, or rather transient, selfish joys to permanent, altruistic ones.

Imagine a social organism in which there was no good, nothing but evil. How long would that society last? Here comes the human instinct of self-preservation, by which we mix some good with the evil to which we cling, and thus manage to crawl through centuries of a stagnant progress, away from the righteousness of God, away from the real brotherhood of men, satisfied with a mystic, sentimental, theoretical brotherhood, fed by the most selfish human whims, backed by organized piratical social adjustments, with no basic moral principles in public life, with but one aim, viz.: hunger and thirst after power and wealth.

Let us remember that the philosophy of good and evil, as inevitable concomitants in the moral growth of men, is made to rest on the assumption that there is a law in nature of no gain without loss, a law which only exists in the fancies of the human mind, a law which we fail to localize anywhere in nature. All we can really notice is that when we wish to use the forces of nature, some of them escape our grasp, our limited power, and so its insufficiency to totally control nature. That control belongs to God and not to men. On the other hand, we know that the permanency and persistency of force in nature is a positive fact. Also the transmutation and interchangeability of all forces. Nature is always in full possession of all the force it needs at



LAREDO ROUTE "LOOPS" NEAR URUAPAN, MEX.
Courtesy Mexican National Railroad.

any one time or point to accomplish all that is required for the complete equilibrium of the universe and for human happiness and manhood, provided men don't see fit to distort nature and abuse its forces.

It follows, from the preceding paragraphs, that humanity wants yet to live inclosed in the iron cage of the dreadful philosophy of good and evil as partners in the concern of human progress. With exceptions few and rare, men refuse yet to believe in the possibility of suppressing evil and making good alone the prevailing force of progress. We thus antagonize the whole philosophy of Christ and that of the Decalogue with its positive, unconditional commands of—Thou shalt not kill—Thou shalt not steal—Thou shalt not covet—The coveting is practically at the root of all evil, of all sin, of all wrong. When we cease coveting what does not belong to us we lose all stimulus to sin and long for all that is good, noble, holy. Hence the need of social adjustments which, by giving to all men what God wants all men to have, should actually kill the coveting tendency. And life is so gorgeous, so grand, so redolent with beauty when we learn how not to covet! But we may need to have at least the essentials of a sanitary existence in order not to covet, and a peaceful life besides. The latter is denied even to the wealthy, by that modern progress of ours about which we never tire to sing songs of glory.

It looks then as if the most important function to be performed by somebody is that of specializing the simplest processes through which to have organized society respect—"Truth—The Moral Law—the Thou shalt not kill, shalt not steal, shalt not covet." Never mind if humanity is not yet ready for that. It shall be if enough brave men preach and specialize that truth and moral law. And how soon would humanity try that truth if, for every one preacher of righteousness we should not have 500 or 1,000 quibblers bound to obscure truth, to ridicule it, to pat men on their backs and tell them: You are doing very nicely after all, we are improving all the time, we have this or that incidental good, which is

already a great deal, etc. Just as if there had not been quantities of good even among the groups of men we call the worst!

Yes, the quibblers are constantly dealing on the glorification of the ego, the class, the party, the sect, the nation, the race, the present generation even. Not until we have demolished those seven idols can we expect to obtain the truth, to be able to preach it. And we must go constantly to *The Source of all Truth and Light* for help in our efforts to get and expound the truth. The quibblers cannot get it because they are too busy with the seven idols we have mentioned. The quibbler is always evading the central points of what he hears or reads from the truth expounder. He wastes his mental forces in trifling artifices, playing upon words or the incidents connected with truth, separating those incidents from their natural connections with the central concepts. He seldom if ever gives us a precise definition of the principal words he uses. He is constantly on the jump behind heaps of rubbish, of vagaries and unverified facts or lame, incomplete data disconnected from bottom causes. He is always bound, hand and feet, in body and mind, by that dreadful partnership—*Good and Evil*, as indispensable to human development. Let us pray for the quibblers, be they conscious or unconscious of their mental condition. Perhaps many of the truth expounders of to-day were quibblers not long ago. At all events, let us simply glorify "*The One*" to whom alone all glory is due!

THE CONSPIRACY OF CAPITAL.

[CONTINUED FROM PAGE 240.]

INDIVIDUALISM.

And these were the men who by their private and irresponsible control of the immense wealth which they had accumulated, wielded a power more despotic than the Cæsars. In their hands they held the destinies of millions of their countrymen. "Woe, rapture, penury, wealth, throughout the vast realm of the republic, were theirs to dispense, to withhold." The currents of trade flowed free through the nation or stood stagnant in its arteries at their com-

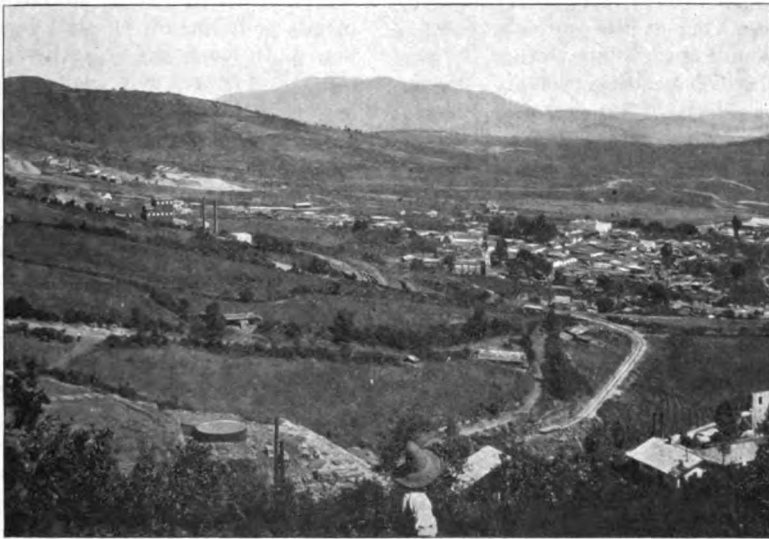
mand. In their breath there breathed the spirit of the pestilence or the balm of spring. From their far-reaching hands there dropped the thunderbolt or life-sustaining manna. At their pleasure the fires on a million hearthstones burned brightly, smoldered sadly or were quenched entirely. At their pleasure homes blossomed or grew desolate, families rejoiced together or were scattered and hearts beat high with hope or sunk with despair. The miracles of Moses were discounted by these modern magicians of wealth. The Gods of old had again come down among men and at their nod, food, raiment, shelter, were given or denied. Their smile was sunshine, their frown a blighting shadow unto the multitude that depended upon their power. This handful of weak mortality, wielding the power of Omnipotence, had under their direct control in the labor-employing industries which they owned, more than two millions of men, actual laborers on the railroads, in the mines and mills and shops and factories which they operated. Two million more were subject to control which these men could directly influence. Add to these four million toilers the twelve millions dependent upon them by family ties, and we have the vast number of sixteen million human beings subject to the direct influence of these forty capitalists. Nor was this all; for the manipulation of this mighty industrial power could be felt to the uttermost limits of the republic, and affected every one of its eighty million of population for good or ill, as it suited the caprices of the manipulators. And yet there were those who believed that the industrial system which permitted the private and irresponsible control of such stupendous power, was a necessary system and the only one adapted to the development of the individual. These princes of the republic themselves firmly believed it. Nothing could exceed the savage vindictiveness with which they and their class always resented any interference with the private control of "business," and the power and privileges which that business, so controlled, conferred upon them. The system of "private control, the system by which a half million

of individuals were chained to the conquering chariot wheels of one, they declared to be a system of individualism, and individualism was the only system adapted to man. The whole animal economy of the universe was evidence of its divinity and the entire brute creation of earth, its exponents. The deft handler of knuckles and club has always been an individualist. The first savage of primitive ages who conquered his neighbors by the might of muscle, was its earliest advocate. And his descendants wherever found, at the head of ravaging armies, on thrones of despots, among the privileged caste and class, have always been his consistent followers. Scratch the thin veneering of so-called refinement with which the latter in later times had varnished themselves and you found their ancestral prototypes—the savage, with all his basest qualities well preserved. They who profited most by their wholesale suppression of the individual in fact, in theory became most solicitous about him. Their individualism was the individualism of the tiger and cat among beasts, of the spider among insects, of the cannibal among men. It was the individualism of war. Of the higher and nobler individualism of peace, they had no adequate conception. The individualism of true civilization, of Christian manhood, of men as social, gregarious beings, they preferred to ignore or to denounce. That there were nobler insects than the spider, nobler beasts than the cat, nobler men than the cannibal, they practically would never admit.

These levelers down of humanity declared that any system of leveling up was a vicious system. Sole ploughers of the plain, they claimed also the right to live on the plateau. Enslavers of the individual, they drew a sacred circle about their own individuality. And this right to level down, to plough the plain, to enslave individuals, they called individualism; while the right claimed by others to level up, to live on the resulting plateau, to draw a circle about their individuality, they called communism. And if there was anything which the Communists of Wealth—these Socialists of Capital — abhorred, it was

any other sort of Communism than their own. The Communism of Industry, the Socialism of co-operative toil, was their especial nauseate. They were loud and fierce in declaring that such a system would be a despotism, a tyranny, a slavery more desperate than any the world had ever seen. The Despots of Labor, the Tyrants of Toil, the Masters of Wage-slaves, were very solicitous that there should be no worse system than their own foisted upon the "people." Socialism will result in a deal level of stagnant mediocrity, say these

falls far short of the truth. It was not only contended that this system which permitted forty men to control sixteen millions of their fellows, was a system of individualism, but that it was the only possible, practicable kind of individualism. Nor were the advocates and apologists of the system confined to its beneficiaries alone; but it found able and brilliant defenders among the theorists and philosophers of the times. They laid down the broad principle that the individual should be allowed full and free opportunities for



"EL ORO," MEXICO'S LARGEST GOLD CAMP.
Courtesy Mexican National Railroad.

disinterested champions of self, the capitalists. "Our system develops the man. Look at our magnificent proportions." "But it dwarfs the multitude," replies some one. "To hell with the multitude," answers these so-called individualists; "we said it develops the man." "But the multitude is composed of men," persists the other. "Anarchy! Call out the troops!" shout these champions in a rage of terror.

There are those who may regard this description of the position and contentions of the upholders of the industrial system of private control as unfair, ironical and overdrawn, but it is not. In fact, it

the development of all his powers. Block by block they built upon it the logical propositions that power can only be developed by effort, that effort requires incentive and that incentive depends upon desire and hope of attainment. By way of completing their forensic structure, they continued: deny desire, destroy hope of attainment and you destroy incentive; no incentive, no effort; no effort, no development; no development, no man. The need of mankind, therefore, is a system that will develop the individual; the system of private control developed the individual (as they could prove by pointing to some whom

it had developed), and therefore it is the system which we need. But when confronted by the fact that the few individuals which their system developed had themselves struck hope from out the hearts of millions and destroyed their opportunities of life, they replied that it was the fault of the millions and not of the system, and fell back upon the doctrine of the "survival of the fittest," a doctrine that has no more relation to the problem under discussion than arctic snows to tropic sunshine.

Fitness depends upon environment. The fit in one zone is the unfit in another. The successive ages of the world produced a succession of organic life adapted to them. As the environment changed, its creatures changed. Survival proves adaptation to environment; but nothing more. It proves nothing as to the desirability of the environment except perhaps to the particular creatures adapted to it. A different environment might prove the fitness of nobler beings to survive. And the physical history of the earth has shown such to be the case. A higher type of creature has appeared with every change of environment. Now, systems bear the same relation to social life that climate does to the physical. Social systems largely constitute the social environment of man, just as climatic conditions largely create his physical environment. The fittest, that is, those adapted to a social system, to their social environment, survive and thrive under it, just as the animal best fitted to his physical environment survives and thrives. If that physical environment is especially adapted to tigers, then tigers survive because they are fittest. If the social environment is best adapted to the social cannibal, then the cannibal is the fittest and he survives. But the fact that he survives, that he is the fittest, does not prove that the environment, the social system which created him, is the fittest and best. In fact, he is the best evidence of its viciousness and unfitness for a high and noble type of man. His survival, his fitness, is the best argument against the survival and fitness of the environment.

Nor could these philosophic defenders of so-called individualism claim that environment is a fixed thing, so far as its creatures are concerned. For man, the very creature about whom they were arguing, is an exception to that universal fact. He is the one creature that has the power to modify and change his environment, physical as well as social. Born amidst the tropics, he has conquered zone after zone until he possesses the earth. And the semi-frigid regions, where once he existed, if at all, only in a sporadic way, have now become the habitat of his most vigorous representatives. If he had the power to modify and alter his physical environment, how much more was he master of the social. Social and industrial systems were his creations; and, though he in turn was subject to the molding influence of the systems which he created, he never wholly lost the power of modifying and molding them. At least, the instant he did so marked the moment of time when the nation or race to which he belonged took up its march to degeneracy, extinction and oblivion; or, rather, marked its arrival in those dark realms. Sometimes those modifying, molding processes were characterized by explosions called revolutions; but more often their existence could only be detected by those more peaceful and silent evolutionary movements called agitation. For agitation is but the name given to the struggle of those unfitted to the prevailing environment, to mold that environment to their needs. And as the history of the ages shows that a higher type of creature is being continually evolved, it is the complacent conclusion of the writer that the agitators are made of finer clay than "the fit."

The doctrine of the survival of the "fittest" does not, therefore, prove their moral right to exist. In fact, the character of some things is sufficient warrant not only for their extinction but for the extinction of the conditions that develop them.

So it was with the Individualism of the times and the industrial system based upon it; the character of the individuals whom

it produced was in itself the highest justification for the industrial extinguishment of both them and the system. The individualism that excuses one man in darkening the lives of millions on the ground of the survival of the fittest, is the individualism of the animal, the individualism of force, the individualism that makes might, right. Its defenders forget that as we leave the animal and rise into the realm of the human, the doctrine of right is shifted to entirely different grounds. Abstract justice asserts its determined power upon all questions. The moral and spiritual appear. The conscience reigns. The divine right of any man or class to aught but justice falls down before it, and the right of the beggar to be weighed in the same scales that weigh the king or the capitalist is established upon the earth. The individualism of the animal is no more the individualism of man in society than the freedom of the one is the freedom of the other. The former is simply a unit upon the earth, separate and distinct from every other unit. Its right is perhaps that of might, for it is a physical right and forms the basis of the law of the survival of the fittest. The latter is a unit of an organism, society, and directly or immediately connected with every other unit. His right is justice from the other units, to the end that his development may be symmetrical with the rest of the organism; his duty is justice to the other units, to the end that their development may be like unto his. And the unit that demands more or performs less than that is a criminal unit and deserves the criminal's punishment—expulsion to the chain gang. The unit that claims and exercises opportunities for development so abnormal as to require the dwarfing of a multitude of other units to effect it, is the diseased unit and needs the physician or the surgeon, the reformer or the revolutionist, to reduce him. And yet the criminal and diseased units are representative effects of the application of animal individualism to the social and industrial organism.

Long ago in the political world such individualism had been seen to result in

military despotisms, unlimited monarchies, official tyranny, and a degraded people, and along with the "right of the fittest to survive" had been sent into the limbo of detected error and mistake. Representative and constitutional government succeeded. A government that depended for its just powers upon the consent of the governed was proposed. A system of checks and restraints was established; and the wielder of power was made responsible to the people concerned. The diseased and criminal units were thus "reduced" to their proper relation to the political organism. Socialism? Yes; but nobody called it so. Socialism was an epithet in those dark times. It was a term to damn things with. And so the philosophers of individualism by some hocus-pocus of their logic claimed the new political system as their own. But though the industrial organism was simply reaching out for the like means of discipline for its despotic units; though it was pursuing the same path towards Responsible Industrial Government; though it was wrestling with the same animal individualism which the political organism had crushed, it was met with the frowns of philosophers, the denunciation of stupid conservatism and the active opposition of the entrenched Kings and Kaisers, Czars and Cæsars of Capital who held sway over it. As the people, however, as citizens had climbed up to political freedom over similar obstacles, so neither could their progress as toilers be stayed forever by them. The industrial world could no longer be confused by the terminology of philosophers. Schools and universities and religious institutions were jarred to their foundations for daring to teach these mighty truths; and ancient and modern governmental systems alike were threatened with destruction for refusing to acknowledge them. The industrial world saw that the "right" of the fittest to survive was a physical and not a moral right; it saw that animal individualism was fit only for animals; it saw that the Ogre of Socialism was simply organic individualism perfecting the symmetry of both the organism and the individual; and it saw that justice went



EL CHORRO, SAN MIGUEL DE ALLENDE, MEX.
Courtesy Mexican National Railroad.

deeper than vested, artificial right, and rose higher than any physical or intellectual might. It was determined that the man who aspired to industrial power should pass the scrutiny of his fellows and render an account of his stewardship according to forms which they would establish.

But the representatives of Animal Individualism who were gathered together on this occasion, reckoned differently. They firmly believed that their vested artificial rights and the vast amount of their acquisitive intellectuality, gave them sacred warrant for any action they might choose to undertake. And they did not regard themselves as made of the stuff that renders account to any power. Any proposition to that effect would have been looked upon as no less than audacious blasphemy. They had been so used to wielding the power of Omnipotence over their plebeian brothers that they were now ready to try a collision with the car of the Creator himself. The juggernaut of evolution was to be indefinitely sidetracked. The right of way was theirs, if the power of capital could secure it. And in view of the immense wealth which they "possessed," of the national monopolies which they "controlled," and the vast system of interlocked industries which they "operated" under the form of trusts and associated corporations, their boldness could not be declared rash nor their confidence unfounded. Their far-reaching power was undoubtedly great. That they could produce mighty effects upon the nation and the whole mass of the people could not be disputed. The barons of feudal times who made and unmade kings, who established and overturned governments, had not more power to affect nations and peoples in a political and military way than had these men in an industrial way. Nay, Capital had become far mightier than the Sword had ever been, and the glittering blade that once had flashed across the earth the lightnings of its imperial power was now but one of the degraded tools of the modern Masters of the World, the capitalists.

CLINTON BANCROFT.

IT'S COMING.

In the February TELEGRAPHER Jose Gros says "The dawn of the new century finds us in a queer box." From his subsequent conclusions, as stated in the same article, I am not surprised at his conclusion being such, for Jose is undoubtedly in "queer" street himself. He and Bro. Hiller should get together and map out a plan whereby the capitalist and we socialists would see the error of our ways and be reconciled and forever happy. They might find it necessary to change a few trifling (to them) things, like the law of attraction, etc., but even, as our brave Teddy would carelessly kick the festive mountain lion out of the way—that might have the audacity to, by pure accident, stray in his path—so would they deal with socialism and offer in its stead "plain honesty," and thus "Render unto Cæsar the things which are Cæsar's." They have a kick for the capitalist and a slap for the socialist, but on the latter they can never "land" with any such wild swings as they are making—for, either Bro Dick (Drummond) will land a "solar-plexus" or Bro. Jackson or A. S. D. will hand them a right cross before they can recover from such an opening. Mr. Gros is going to make a good straight-arm socialist one of these days—all he needs is a few more lessons from any of the above last-named brothers, and he will be in our camp—a fiercely uncompromising socialist. A majority of his arguments are socialistic—he simply don't understand socialism, or himself, either—to, therefore, reply to most of his utterances would be a waste of valuable space. He says: "Not even majorities have the right to do wrong," and then says that "this is one of the socialistic weak points." Say, Jose, you're too deep for us. Who proposes any such thing? Show us. He says socialists cannot themselves agree on any specific, precise plan of conduct whereby to snatch the control of wealth of nations and its law-making powers from the wealthy and powerful; then likens us to a lot of silly young people getting "tied up" without a job. The scientific socialist, he that has been shot through and through

with the spirit of socialism—*knows* that socialism is coming. He nor any human being can give the exact conditions under which it will be ushered in. Conditions are forming more strongly every day which make it more and more imperative. Railroads and other industries may be gradually nationalized—possibly under Republican rule. If they are wise they must see that it is the only way by which they can avoid the election of an out-and-out socialist President, under which conditions the nationalizing of the industries will be somewhat more rapid perhaps.

This is why the socialist (nor any other) can agree upon the *details* of the new order—it is not because they can not unite upon a perfected plan. Never fear but they will respond nobly to the occasion, *whatever it may be*. I firmly believe that we are much nearer to socialism than the world has any idea of. America is going to be the first country to adopt outright socialism, and when we do, there will not long remain a single crowned head in all Europe. We will have a world of socialism—the beginning of the “Golden Age” prophesied by the wise men and prophets of *all* ages to take place *early* in the Twentieth Century. It may not be perfect in its beginning, because of measureless work to be done in clearing away the rotten debris of ages. Human nature does not require to undergo such a vast change as Mr. Gros would have us believe. How many men would we find who prefer to rob, steal and murder, if they were offered honest and permanent employment at \$20 per day and a working day of two to four hours, and the purchasing power of their money immensely increased, almost beyond our present conception? It is only the kleptomaniac who steals for the love of stealing—only the miser who hoards his money for the love of gold. We have proof of these statements. New Zealand formerly had all our present troubles—problem of the unemployed, strikes, lock-outs, etc. That country now has a well-considered plan in actual operation, by which the unemployed are gathered up in cities, at government labor bureaus, and are forwarded to one

point or another, where they are wanted on Government railroads or other public works. Where they are not kept in camps, to be scattered again when work is through, but they are assigned farms and their work so arranged that they work alternately for the Government and on their own land. The Government advances them funds to clear their land and to build themselves homes. In all parts of New Zealand the penniless out-of-work is by this system being converted into thrifty land owners. The result is that the tramp has disappeared from the highway, and the problem of the unemployed no longer confronts the people. The penitentiaries and jails are abandoned—a home only for the spider and vermin—rust is uninterruptedly eating their iron hinge, crime has been reduced to a minimum, and under constantly improving co-operation, who shall say that it will not cease. Switzerland, a country whose people, under the initiative and referendum laws—direct legislation—have attained almost complete control of the power of government, and, as is certain under such conditions, crime has been greatly eliminated.

If the people of this country take it into their heads to build a railroad from the rock-bound shores of Maine to the “Golden Gate,” who shall say that they will not? How do you think old Rocky would like to compete with a road like that? He could just as successfully start a rival postal system and try to knock Uncle Sam out by doing it cheaper. Bah, he would want to sell out to us before the Government had thrown up a mile of dirt. And right here, Mr. Gros, is where you fall down and our income would come in. Socialism would not take away your absolute right to the wealth your labor created. If you were a farmer, for instance, you would raise wheat, corn, oats, hay, etc. What are you going to do with all these products—keep ‘em and eat them yourself? Well, I’ve seen the time (since I have been an Opr.) that even hay was not to have been despised. Would you *prefer*, for your own convenience and pleasure, as well as that of your family, to exchange a part of your



MOON STONE WITH HIEROGLYPHS, DOS RIOS, MEX.
Courtesy Mexican National Railroad.

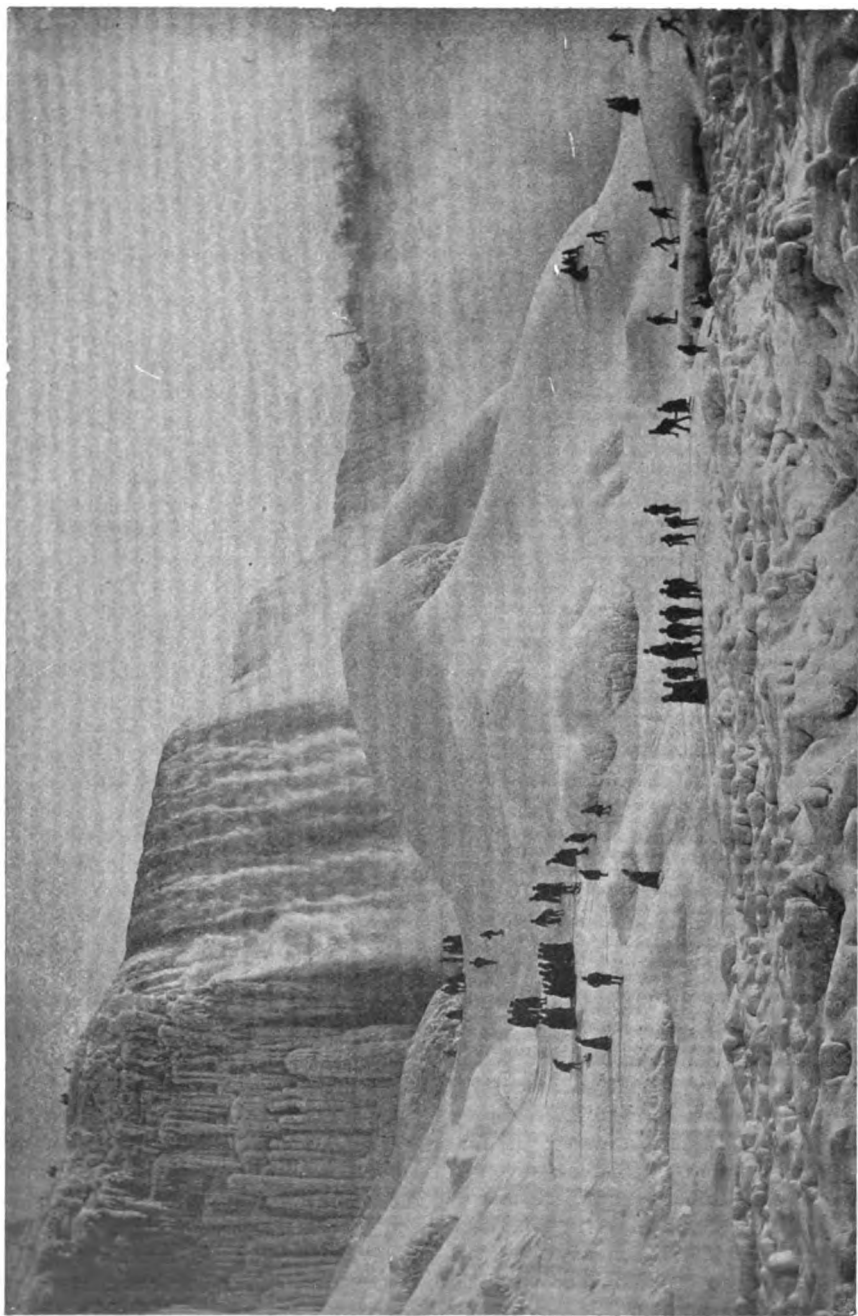
product for its equivalent in clothes, (prepared) food, such as oflur, etc., books, pleasures, luxuries. Is not the Government monopoly of the postoffice better than private? Would you expect a private syndicate to carry mail at cost? We are making of an ant hill a mountain, eh? If it is simply an ant hill, please show us your logic for removing the present dishonest and corrupt system. The socialist says remove the incentive and crime will disappear. The present system not only holds forth an incentive for corruption in our very legislative halls themselves, but it puts a premium on the most astute method of thievery and deception. We do see the beauty of plain honesty in social relations, Mr. Gros. That is why we propose "common sense" in removing the incentive for dishonesty. Read the socialist's method of dealing with the liquor traffic, the gambling curse. When we get in power Carrie (Nations) won't have any more job than a rabbit. If you are a faithful student, you will see why money can not buy a chance to sell whisky, votes, legislation or power. You have a child, perhaps; if not, you have possibly had a little brother or sister. Do you tempt them because you know they are honest? No, you use common sense; you would shield them from every temptation, you would constantly surround them with pure influence and as little temptation as you could. You would do the same with a drunkard in whose well-being you were interested, or a friend too fond of speculation. That is socialistic logic. You are the man who is straining at a gnat and swallowing a mastadon. You say you honor the 130,000 men who cast their votes for freedom. Well, I'm afraid you are more gallant than any of those 130,000, for a man who let such a golden opportunity slip for rapping Mark Hanna in the ear made one of the greatest mistakes of his life.

About the only useful point in Bro. Hiller's article is that it serves to call the attention of yet unthinking people to socialism, and draws forth such logic from writers like Dick Drummond, A. S. D., Jackson and others that none but a Bro. Hiller would fail to catch on to the ludicrousness

of his position. You are working for socialism, Bro. Hiller, but in a way that you will not appreciate a few years hence, for if you live a few years longer you are going to be blessed materially well, along with workers who have its true interest at heart, and you are going to be loudest in its praise if you will tell your heart's belief. Your children, if you have any, are not destined to be very proud of the position taken by their father, who, though a union labor man, could not see far enough ahead to fight for his own as well as their interests. You will wish every copy of every anti-socialistic remark you ever made was burned or destroyed beyond recall. You had better reconsider this thing, Bro. Hiller, with a view to the future. Every time you condemn socialism you tickle the Mark Hannas and Chauncey Depews your own, your wife's and children's enemies, so long as they persist in their present position toward you and your welfare. As to Socialists not agreeing on the details of the new order, this is no argument whatsoever. Men don't agree on the details of our postal system either, nor our public schools; yet who is there among us that would prefer these institutions be handed over to private capital and control? I notice the good brother in a late article speaks of the postal system as not being self-supporting, when it is a well-known fact that the railroads of the country are annually pulling the people's leg for from \$30,000,000 to \$50,000,000 per annum in excess of a just price for carrying the mails. We don't agree on the details of our present government either, but it runs with a degree of success (to the capitalists) little short of awe inspiring. Yet with all this accompanying corruption would you prefer a monarchy? Whether you do or not you cannot work to a furthering of this end any more effectively than by supporting the present system, which permits of all the accompanying evils. Put the reins of government in the whole people's hands—in deed and in truth—and it will not suffer; indeed, where we see the whole people with the greatest voice in government (as, for instance, New Zealand) is where we find the more happiness and justice, because of

the more equal distribution of wealth. Do we see the workers and producers of this country to-day sending their own class representatives to Congress. In the first place the "Machine" don't want such people there, they might make trouble; then it takes cold cash, even if you are known to favor the machine, for there are always those ready to do its bidding, and to pay the price for the privilege, that they in turn may put themselves in position to force some one else to "pay them a price." These things are too well known to need comment. Given the initiative and referendum laws in this country, as in Switzerland, and a Socialist government, and when the people, who will then see and understand how they have been wronged, there will be a tearing to Europe (for good). No brief holiday pleasure trip, and even there they are liable to meet with a warm reception, for education is the "magic wand" that is bringing the people to a realization of the truth. It's a world-wide movement, and remember, in no country has the Socialist vote ever been known to decrease. Read "New Zealand in a Nut Shell." It is no dream, or mere theory; the dream that nations dream is fast coming true, and if you are inclined to grow discouraged or pessimistic occasionally, brothers, remember, "It is always darkest before dawn." For I am no calamity howler and ere this game is up some one else may be heard to howl and wail in a manner that will put to shame the much-remarked-about long-whiskered "Pop" from Kansas. Socialism will bless these howlers, however, equally along with those who are laboring for its coming, but I should hate to stand for some of these people who have been fattening off the people once they, the masses, realize the whole truth. Agree on the details, indeed! Is the religion of Jesus Christ a success? Do all the different sects or churches believe alike? Are they not all supposed to be working to the same end? The writer of this is of no particular religious belief, and will leave you to answer this question for yourself. A few weeks since I noticed a long article in one of the leading Christian journals of America, strongly favoring a national

church federation, and telling of an effort on foot to combine the aggressive agencies of the American churches in a united organization. The article said in part: "Combination, co-operation, 'getting together' are the *sign-marks of the age* in almost every department of human endeavor. Considerations of economy, self-interest and plain common sense demand that it shall be so." Herbert Spencer says: "The citizens of a large nation, industriously organized, have reached their happiness, when the producing, distributing, and other activities are such that each citizen finds in them a place for all his energies and aptitudes, while he obtains the means of satisfying all his desires." Socialism is scientifically and practically irrefutable. No man can tell the exact conditions under which it will be ushered in, let us all hope peacefully, but its coming is inevitable, as admitted by even the great Spencer himself. If we live ten years longer we are all destined to see sights and witness scenes unparalleled; the human mind cannot conceive, nor pen portray the beauties of the coming day. Because mankind is going to right the greatest wrong in human history. Substitute co-operation for competition and brotherhood for the so-called "survival of the fittest," which in truth meant the survival of the most unscrupulous. The people of the United States will be the first to adopt outright Socialism, because of superior intelligence among the masses, and the ever increasing grind from now on will serve to convert those who fail to learn through reason and wait until they are struck fiercely in the stomach before they can be induced to use their brains. Mark Hanna says Socialism will be the problem to confront the people at the next presidential election. As it is inevitable which way do you, brother, propose to learn? There is a school for socialistic enlightenment in Chicago which (like all the socialistic press) is appealing to your intelligence. There is another school in another city (which has branches all over the country), run by Rockefeller & Co., which compulsion will cause you to learn from if you persist in ignoring or abusing the former method. The difference in the



ICE BRIDGE AT NIAGARA FALLS.
Courtesy Grand Trunk Railroad.

two systems lies in the fact that the former appeals to your intelligence and better self, the latter to your stomach or baser nature. Which way, friend, are you going to accept? At present the choice is optional with yourself. A late Socialist paper says: "There is another hopeful sign, the American Socialist is beginning to sing. Few things bind men more closely than songs they have sung in common. Often the memory of old college songs creep over us and pictures of the days that were not crowded to the brim with disappointment, come back again. We see again faces we loved, we hear again voices that are hushed, and through it all runs the melody of youth." I quote below one stanza of James Russell Lowell's poem, "True Freedom," adapted to the music from the opera, "Norma:"

"Men whose boast it is that ye
Come of fathers brave and free,
If there breathe on earth a slave,
Are ye truly free and brave?
If ye do not feel the chain,
When it works a brother's pain,
Are ye not base slaves, indeed,
Slaves unworthy to be freed?"

A WORKING SOCIALIST.

"A MESSAGE TO GARCIA."

I wish to call your attention to a certain publication under the caption of "A Message to Garcia," now being widely circulated by the passenger department of the New York Central as an advertisement, and an "educational feature" of the Four Track Series.

According to the author, Mr. Hubbard, a man who claims to know all about the labor problem, the employer of to-day is growing gray in a vain search for conscientious competent help.

The laborer, and this includes everybody except the employer, glues his eyes to the clock watching for the quitting hour, loafs as soon as the boss turns his back, gets drunk if detailed for work which compels him to pass a saloon, and is so thoroughly unreliable that the man

who carries on a great enterprise, manufacturing, running a railroad, or what not, deserves great praise for his success, and sympathy for his heart-breaking struggle against overwhelming odds. He is hurried into an early grave by the very people who accept his bounty, and is cursed by the ungrateful wretches whose worthless lives he has so kindly and unselfishly prolonged by allowing them to work for him.

The "message" is strongly indorsed by the clergy as "Gospel truth," and other professional headlights would incorporate it into the text books in use in our public schools, that the young may learn their duty in life, and the son of the workingman ascertain what a rogue his father is from a strictly reliable source. It is favorably received and highly praised by trust magnates, large employers and the employing class, without exception, but I fail to note the approval of any brotherhood journal or labor union publication. We all know there are men who loaf when out from under the watchful eye of the boss, and whose motto is, "Cheat your neighbor if you can," but we most strenuously deny that they are in the majority, or that they represent anything but what they are, isolated cases here and there.

We also know that the great body of wage-earners and especially union men are loyal to their employers, faithful to every trust and an honor to our civilization. Their standard of morals is fully as high as any railroad or bank president, and their honesty is unquestioned. It is worthy of note that this traducer of humanity carefully avoids any mention of the attempt on the part of the generous employer to secure a man for \$40 per to fill a \$100 position.

He ignores the fact entirely that the capitalist could preserve his youthful beauty if he would sign a pay check to correspond to the legitimate worth of the service rendered by the employee. It is the incessant study of how to squeeze out the greatest amount of brain and brawn, at the least expense, from the industrial slave that turns his hair gray, and accelerates his speed to the imperialistic realm below. Thousands of operators are transmitting "Messages to Gar-

cia," day after day, and do it as a matter of course.

Train service men risk their lives every day, heroism as great as that displayed by the man who landed in Cuba with a sword in his hand, a bit of parchment in his pocket, and the whole United States behind him to cheer and reward, and, say, has any one suggested their names for the Temple of Fame?

Let every union man in this country resent the imputation that he is not worthy of his hire and carry this message to his unorganized non-union brother: "Your only hope for the manhood of the present, of old age, or posterity, lies in combination. Join the organization of your craft and stay with it."

FROM MONTANA.

There have been several articles in the TELEGRAPHER lately with reference to securing legislation providing for the licensing of telegraphers.

This is a step in the right direction, but it has occurred to me that we are neglecting our opportunities of bringing our profession before the notice of the public and, incidentally, the notice of statesmen.

I firmly believe that telegraphers will never be accorded their just rights without the aid of legislation. To secure legislation our demands must be made known to the public. When this is done public sentiment will influence legislation in our behalf. Very few people understand the difficulties under which telegraphers are laboring; nor do they understand the tremendous responsibility that rests upon a telegrapher in the handling of train orders. It is time that the public be informed and be made to realize the importance of having none but expert and clear-headed men in such positions, and that competent men cannot be permanently retained at the low salaries now obtaining on a majority of railroads.

When the public is made to realize how completely their lives are in the hands of the telegraphers whenever they board a train, it may be expected that they will de-

mand that such legislation be enacted as will prohibit railroad companies from employing incompetent and irresponsible men. A bill has been introduced in the Michigan Legislature providing for the licensing of telegraphers and it is to be hoped that the Order men in Michigan will comply with the request of THE TELEGRAPHER to urge their representatives to support the bill.

Such bills should be introduced in every legislature in the Union, but legislators will do nothing until the public demands it; the public will do nothing until it is informed.

How is it possible? Our ideas must be spread throughout the length and breadth of the land. THE TELEGRAPHER is doing good work along this line, but as it reaches but few outside of the telegraph profession its influence must necessarily be limited.

My plan is to make THE TELEGRAPHER a magazine equal in attractiveness to Munsey's, McClure's, or the Cosmopolitan, and to secure through the activity of members of the order a subscription list which would make it almost, if not quite the equal of the above magazines as an advertising medium, which could be used not only as a means of bringing the telegraphers before the public eye, but for commercial advertising as well.

It is agreed by those who are in a position to know that magazines are the best advertising mediums in the world.

This being so, why should we not avail ourselves of this opportunity to make ourselves known, seeing that this is about the only way we may expect to get our rights?

G. A. RUSWICK.

TAXING LAND VALUES.

A few days ago I received a January number of THE RAILROAD TELEGRAPHER which contained a marked article by W. E. Brokaw, favoring the single tax and opposing socialism. I beg to be allowed a few thoughts on these subjects.

One difficulty which we meet with in the discussion of this single tax is the fact that the most of its advocates do not adhere definitely to any particular statement as to

whether they would take the entire rental value of land for taxes or only a part of it. Of course, the theory of the single tax is to take it all, but most of the writers on the subject start out with this principle plainly stated and then in their eagerness to make it appear that taxes would be very light under such a system they proceed to

Poverty," Henry George admits that he would not take it all, but would leave to land-owners a percentage of the rent, as this would be the most economical way to collect.

In the above-mentioned article Mr. Brokaw cannot be accused of any inconsistency in this matter, for he argues from beginning



NIAGARA SCENES—"ROCK OF AGES"—AMERICAN FALL.
Courtesy Grand Trunk Railroad.

discuss the question in such a manner as would lead one to believe that they only intended to take such part of the annual rental value of the land as would meet the requirements for revenue. They often shift their position in regard to this matter two or three times in the course of a newspaper article, as suits their convenience. Henry George, the father of the single taxers, is no exception to this manner of dealing with the subject. On page 348 of "Progress and

to end for the taking of the full rental value. This could only be done by putting the land up at auction every year, which all must admit would be inconsistent with security of possession or the making of permanent improvements. Under any other plan if the assessment should be a trifle too high, no one would want the land or use it unless he was compelled to do so from force of circumstances; while, if it was too low, it would not prevent monopoly

in land or make it accessible to the people, the great object which it is claimed the single tax would accomplish. It must take all the rent in order to accomplish this, for so long as there remained a margin of profits between what the taxes were and what the land would rent for, present owners would hold on to their land and secure this margin of profits. Unless it took absolutely all of the rent for taxes, it would not be any barrier to those who would hold land for the purpose of renting it out to others. It would, of course, confiscate a portion of the value of the land of those who owned it at the time such a law came into force, but it would be no barrier to those who might, after it became a settled policy, wish to buy land to rent to others or deter them in the least from doing so. If the tax was made so high as to take half the profits of the present land-owners, land would quickly fall to half its present market value. A given sum of money would buy twice as many acres as it now does, which would yield a purchaser the same income on the money invested. And so on with any portion which the tax might take off the rental value of the land, it would reduce the market value of the land in like proportion, but it would yield an investor the same income on the money invested as it would under present conditions.

Even should the tax be made to take the full rental value of the land, there is nothing in the single tax to prevent a person buying land for the purpose of gaining a monopoly on improvements that might be on it. As all value would be taxed out of the land itself, he would only have to pay the value of the improvements, but his title to the land would give him absolute control of it and prevent others from having access to it, except under such terms as he might dictate. The land itself would cost him nothing, and as he would make his tenants pay the tax, he could well afford to hold it for the monopoly it would give him on the improvements. Under the single tax he would be exempted from paying taxes on these improvements and possession of the land would give him power to manipulate them in his own interest.

Further than this, such a measure would be unjust, because it would confiscate the value of the land just in proportion as the tax was a part of the rental value of the land.

A large proportion of the value of farms and much city property consists of land values. Such a measure would practically confiscate the value of many homes for which the owners, perhaps, had spent the best part of their lives to procure, and reduce such owners to the level of mere renters.

Unless they, in some way that the system does not now provide for, limit the amount of land which one person or company could control, it would encourage, rather than discourage the landlord and tenant system, and it seems that a great landlord and tenant system is what Henry George must have contemplated when he proposed to leave owners of land a percentage of the rent as being the most economical method of collecting it.

None of these objections would hold good against the single tax if its friends would consent to make it a graduated tax on land values. Such a tax could be made to limit the amount of land that one person could hold to any amount that was thought desirable, according as the scale would be made to ascend, more or less rapidly, or the unit on which it was fixed was made greater or less.

Under such a system land could be made to bear the whole burden of taxation or any part of it, as was seen fit.

Such a law would not confiscate the value of any one's property. Land would be worth just as much in small or reasonable sized tracts as under the present system, and those who owned more than the limit of profitableness would allow could sell off such surplus.

There is nothing which has been claimed for the single tax which would not be better accomplished by the graduated tax on land values. The whole influence of such a law would be to encourage people to make the best possible use of land and improve it, rather than buy much land.

It is consistent with the idea that all have an equal right to the use of natural resources; for while some might have less than their just share of these resources, they would be compensated for this by the very small amount of taxes they would have to pay, which would be made up by the extra amount which those who held more than their share would have to pay. While nobody could know just how much of natural resources each person's share was, the graduated tax would automatically equalize the differences.

As such a law would make it unprofitable to hold very large landed estates, those who held such estates would be compelled to sell off a part of these estates. This would give others access to the land, and, as wages are determined to a very great extent by what the wage-earners could earn if working for themselves on land, it follows that by thus giving the people easier access to land the standard of wages would be raised.

As the land would still have to be bought by those who wanted it there would continue to be those who for want of the means to do so, would be compelled to work for wages. Such must look for the bettering of their condition to the fact that, if conditions began to grow unsatisfactory for wage-earners, those of them in better circumstances would drop out and employ themselves in some occupation on land, giving those without means a chance to rise.

Now as to socialism. I fear that I am prejudiced against it, yet I hold many ideas in common with Socialists. I feel, as Mr. Brokaw does, that so long as there was any one who opposed it, it would not be consistent with a high idea of personal liberty to force him into such a co-operative commonwealth. However, this objection may not be well grounded, for at the present time there is great eagerness displayed on the part of most people to enter public service. Then again, the fact that it is proposed under such a system to assure to every person a maintenance, would be a strong inducement for people to accede to such a system. Undoubtedly, the prospects of obtaining a pension if they get back alive has

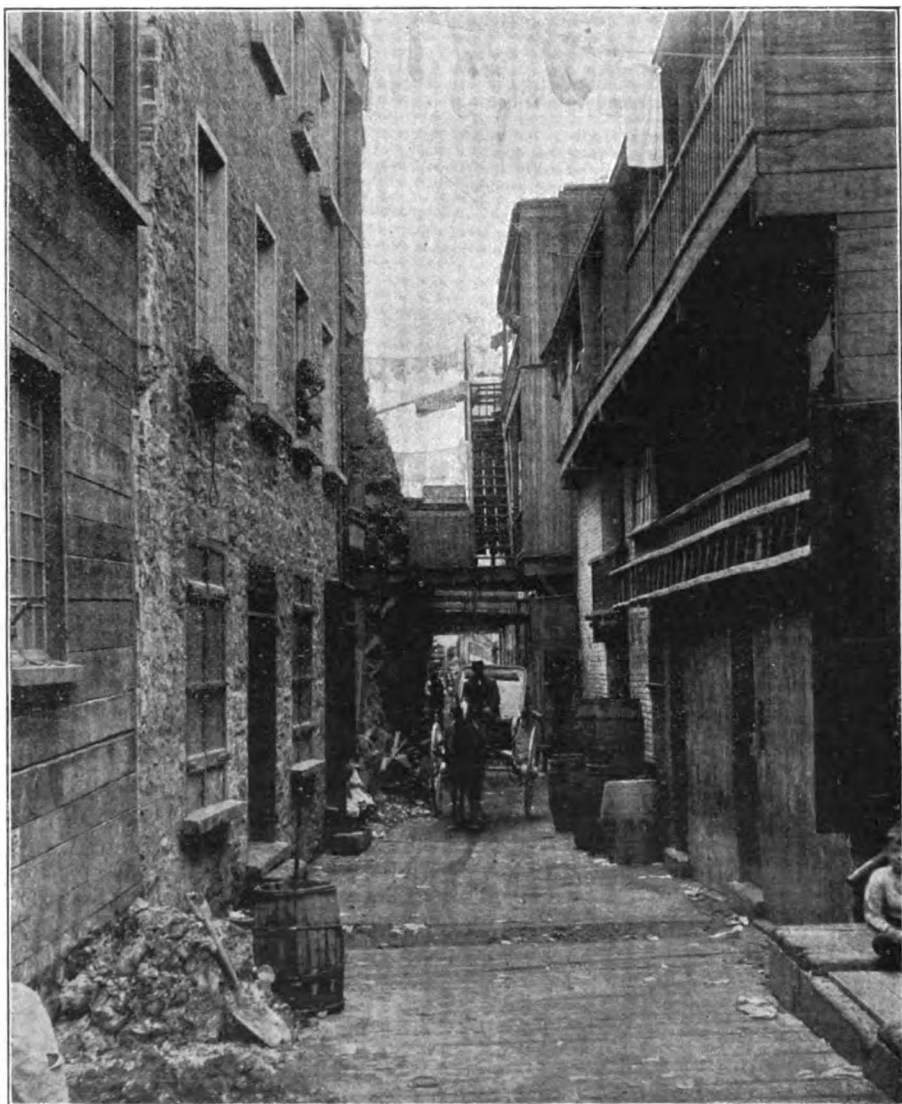
much to do with inducing many people to enter military service.

Unless such a system could be brought about gradually, I fear that no human power would be able to pilot the ship of state through the transition period without wrecking it. There is danger even that many who might be induced to vote for a socialistic party, at the first light plunge of the vessel, would become panic-stricken and contribute towards its final wrecking.

Can we not come around to it in a gradual way and learn as we go? Let us begin by taking the banking business entirely under government control. Through the banks the government could borrow money of the people to either buy the railroads, telegraph, and telephone lines, or build new ones. Extend the business of the postoffice to include that now done by the express companies. Extend government control to mining operations and the exchange of products.

Leave agricultural production until the last to be brought under socialistic control, but secure equal opportunity in this by a graduated tax on land surface values; leaving minerals, oil and the like in the possession of the government. This would give the people an opportunity to exercise a choice as to whether they wanted to work for the government or pursue an individual occupation. Of course there need be no restraint placed upon any one pursuing any business or occupation, if he chose to buck against Uncle Sam's business methods. When we had reached this stage in the development of the socialistic system, then we could decide whether it would be wise to go on and socialize agricultural production, or reserve the privilege to the people of a choice between individual occupation or employment by the commonwealth.

There are many operations in connection with agriculture, such as drainage and irrigation, which should be carried on under the socialistic system in order to make a high degree of success of them; but this could be done and still maintain individuality in agriculture by the government charging the individual for such service.



A QUEBEC "THOROUGHFARE."
Courtesy Grand Trunk Railroad.

There are great possibilities for agriculture under such a system. The ground could all be underlaid with pipes, which could have plugs at regular intervals, through which rain could be caused artificially when needed. Great reservoirs could be constructed, in which to store surplus water in rainy times, and from which it could be pumped into standpipes, as is now done in our cities. By a system of pipe lines the sewage of our cities also could be distributed to agricultural lands for fertilizing purposes, instead of being turned into rivers to contaminate the water.

When I contemplate all that might be I am somewhat inclined to the opinion which Edward Bellamy hints at, that this would be the millennium. We are taught that man lost his first happy estate through his own disobedience, and I believe that it will be largely through his own efforts that he will regain that estate. When that time comes, Christ will come and reign in the hearts of his people, and we will all rejoice to see Palestine given to the Jews, that they may restore the former grandeur of Jerusalem.

When we quit wrangling about what nation should control the Nicaragua Canal it will soon be an accomplished fact, and in the region about Lake Nicaragua will grow up the largest city on the face of the earth. It will be the commercial center of the whole world. Perhaps it will be the new Jerusalem that we read about in Revelations. Yours truly. B. U. HIESTER.

FROM ILLINOIS.

To the query: What has the O. R. T. to do with socialism? I would like to reply that telegraphers, as a class, are wage-slaves, and any plan to emancipate them should certainly be of interest, unless they wish to be as dumb driven cattle.

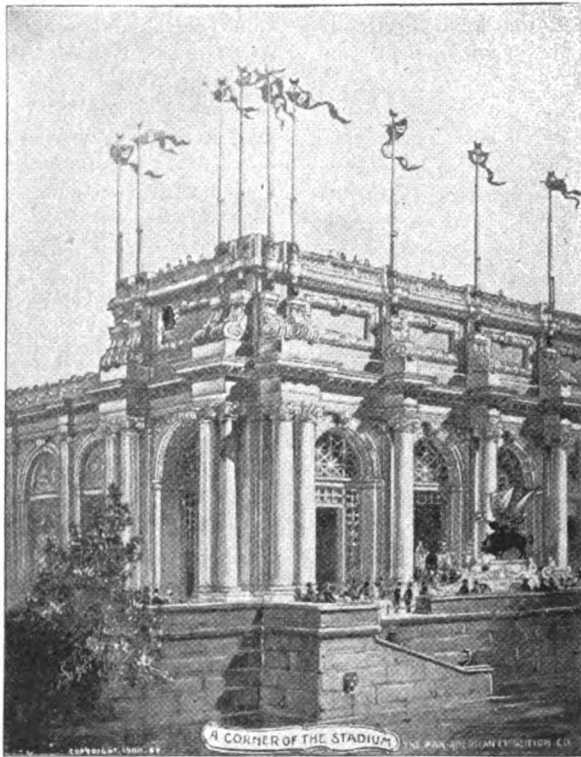
Trade unions are of no very great effect, in the absence of an arbitration law. I think their greatest benefit is educational. Seeing this is true, it is entirely proper for them to confer with one another upon sociological topics. For example, take the theory of a high tariff, as promulgated by

the protection apostles, and surely the thing is a self-evident fallacy, but it is unquestioningly received by millions as the truth. The trouble is the multitude does not use logic and reason, they simply inherit their opinions in sociology and political economy, making no question of their truth or falsity. Says Carlyle, in his great work on the French revolution: "Most people go through life without seeing anything six inches beyond the end of their nose." This admirable observation is as true to-day as it was a century ago. Take our own craft, we have a trade that requires considerable skill and intelligence to work with any degree of success, and yet a large number of our fellow-craftsmen, by pursuing a mean and short-sighted policy, cause our wages to hover near the minimum at which we can exist. If we were all fully awake we would combine and devise some method whereby the supply could be controlled and then we would easily secure fair wages and make ourselves as free as it would be possible for wage-slaves to be. But if we were to rise up to this high estate I would still lift my voice and agitate in favor of socialism; a system of polity, wherein justice would prevail, produce with a plan, and effect distribution in an equitable manner. I wish that I could speak to the multitude on the subject of socialism as loudly as the herald of Quetzalcoatl proclaimed. If that were possible perhaps then I might be able to rouse the people from the Rip Van Winkle sleep into which they seem, to me, to have fallen. It is related that, many years ago when Quetzalcoatl lived in Tollan, whenever he wished to communicate anything to the Toltecs, his herald would take station on a large mound near the city and would thereupon cry out the commands of Quetzalcoatl in such an exceedingly loud tone of voice that all the people within a radius of five hundred miles could hear quite plainly.

A mere assertion is not necessarily the truth. Many declare that socialism would mean slavery for all; not many, however, attempt to prove the truth of the assertion. No doubt for the reason that they cannot. If the majority should not rule, if they rule

justly, pray tell me who should? In a democracy the majority certainly should rule. For example, let me assume that the proletariat in the State of Missouri awaken, and being in the majority, proceed to establish a collectivistic commonwealth. They would thereupon organize an industrial army to carry on the business of production. Some rules and regulations would, no

who does not work shall not eat. Frequently an objector to socialism will say, in effect: "I myself and a few others are much smarter than the common herd, it would be very unjust for society to reward all with an equal share of the joint product." Socialists are not fully agreed upon this point. Gronlund thought that reward should be different. I incline to Bellamy's



A CORNER OF THE STADIUM, PAN-AMERICAN EXPOSITION, BUFFALO.

doubt, be necessary. Suppose they made a rule that all able-bodied citizens in the State must take service with the industrial army, with the proviso that if there were any individuals who did not wish to so serve the state, they were at perfect liberty to pursue their own way in peace, those doing so, however, would be denied any share in the collective product. This is the feature of socialism so warmly objected to by many. To term it slavery is to speak absurdly, for it is justice. It is justice to rule that he

idea, and think that in a co-operative commune all should share equally. Men are certainly not of equal talent, however, it seems to me that the more talented owe society a greater debt than their less fortunate brothers. I do not think it would be very hard to find a way to equalize whatever inequalities that would be encountered.

Theology is responsible for the warped minds and narrowed visions of the great majority, and it is indeed a hopeful sign that the dismal lies and mean superstitions

of the theologians seem to be gradually dying out from the minds of mankind. I have no doubt but that at no very distant day the minds of the great majority will be sufficiently clear so that they will be able to think clearly and to reason correctly.

East Alton, Ill.

H. L. JACKSON.

THOSE "FEW BROAD PRINCIPLES" ADJUSTED.

"Beneath the group at low wages a peculiar and somewhat indefinite class, half laborers, half idlers, willing or unwilling, require consideration, the group of casual laborers who live by occasional spells of work, by doing odd jobs and miscellaneous services, or as occasional dependents on other laborers, eked out sometimes by outdoor relief, or by other charity, sometimes by the labor of wife or children, as well as in numerous other ways, both known and unknown. This group, speaking generally, is both physically and morally unfit for regular and continuous labor from day to day, though its members are quite capable of rendering individual services requiring human hands or human intelligence. The group is numerous, especially in the great cities. It contains both hereditary members, and many who have fallen into it from all the groups above, sometimes from bad moral character, sometimes from mere misfortune and without imputable fault; persons feeble in physique or mind, without being proper subjects for the hospital or the asylum, as well as others physically strong and mentally capable, but who dislike all regular work as disagreeable. On its lower side the group is in contact with, or shades down into, the lowest social deposit, composed of criminals, semi-criminals, tramps, professional mendicants, etc., and it and these last together constitute the social residuum.

"The group or congeries of classes is on the whole a very shiftless and hopeless one, though the upper section of it, containing the best members, can live without outdoor relief, there being a certain indefinite demand for their occasional services, while such intermittent jobs and individual ser-

vices are commonly well paid. The whole class is numerous, though probably relatively less numerous than formerly; it is for the most part unhappy, especially its fallen members and certainly poor.

"What to do with this large group, or how to diminish its numbers, has long been a perplexity to statesmen and a problem for social philosophers and reformers. Whippings, brandings, imprisonment and executions have been tried to reduce it. Poor laws were framed first because of it, and sanguinary criminal laws have been passed to repress it. Ideal commonwealths have been devised expressly to do away with its most conspicuous types. The group is still with us; it would almost seem an irrepressible quantity.

"Nevertheless it has been somewhat reduced, and it may be reduced somewhat more by philanthropic effort and by organized charity, as well as by the State looking after the children and giving them chances of escaping from their inherited status. Both on grounds of humanity, and for the health of society as a whole, something should be attempted in their behalf by the State, especially through the local authorities. And yet it will be found a most difficult and perplexing problem to reduce considerably this lowest class, and impossible to get rid of it wholly, since it is demonstrable that there must absolutely be in an individualistic society a certain number always falling into the lowest social region, as it is for the general weal that some should fall and suffer; the disagreeableness of their condition being the natural punishment of their fault or folly, though sometimes the consequence of their incapacity. If criminals, in or out of prison, were all comfortable, if foolish people were all saved from the foreseen consequences of their folly, if loafers and idlers were all happy, there would soon be a great increase of fools, rogues, idlers, and criminals. These must be left to suffer, but within a measure. The thing to be deplored under the present state of things is rather that there are some men, women, and especially children, who are the victims of misfortune and fate, nay, some who are occasionally suffering from

their virtues. Those last are cases that might be discovered by judicious philanthropic effort, and the individuals might be assisted to recover themselves; while the children of all, even the bad, might in part be rescued from the fate of their parents' faults or follies or vices which would probably otherwise be entailed on them and their posterity to the third and fourth generation. And to do this last would be the work chiefly of the State.

"Socialism would be a doubtful cure for low wages. Neither, if it were established, could it cure the mass of social drift and wreck, some of it necessary for the general weal as an example by way of punishment, more of it made by our too individualistic

served for the present natural punishment of the class that will not work, or the dismissed bad characters that none will employ. One thing is certain, the whole group would prefer the present system, with all its evils, to socialism; for in general its members like liberty, and do not much like work. They like their present freedom, which they have bought at so great a price. If the Socialist scheme were candidly explained to them, they would instinctively see that it would not suit them, and though in revolutionary times many of them will attack society from instincts of destruction, or envy, or revenge, there is nothing they would like so little as a reconstruction on strictly collectivist principles; and if they found them-



PLAZA, PAN-AMERICAN EXPOSITION, BUFFALO.

and chance system. If socialism were established, unless those classes were dealt with severely, were turned into slaves or close prisoners, they would make very intractable citizens in the collectivist commonwealth. 'But we should know how to deal with them,' the Socialist says. 'Moreover, they would only be on our hands at most for one generation, or until the grown generation had gradually dropped off, afterwards there would be no more of them.' Unless, however, socialism went about the matter of suppression in a very fundamental fashion, by preventing the production of such evil social types, which would necessitate in general the State control of and the arrangement of marriage, similar types would be born which no education could make good citizens. The prisons under socialism would be much fuller than at present, while the slave gang, with the whip or prison in reserve, would have to be re-

selves hemmed in by such a regime, they would be the first to revolt against it. They would, indeed, make better Anarchists than Socialists, though for a continuance they would prefer to live under the existing regime, which would not oppose them, which leaves them their liberty and case of extremity."—SOCIALISM, NEW AND OLD.—Graham.

We copy this from Professor Graham's book merely as a reminder to some of our socialistic friends that their reckoning is without some part of their host. And this is not the only part which those of a sentimental turn of mind fail to consider. In deed, the "bigness" of the subject is so big that even the best intellects are put to sea when they endeavor to consider it, much less the confusion when they endeavor to inaugurate some panacea for the elimination of the imperfections of human nature.

S. W. HILLER.

FROM BRITISH COLUMBIA.

The acrobatic feats of Bro. Hiller's pen are beyond praise. His education appears to have been subjected to an undue prominence of language, at the expense of logic and reason. His flights of thought take in about everything ever heard of in ancient or modern times, even then the impression remains that the subject is too small for him. He does not understand Socialism and Capitalism, and consequently he must write in a general way in denunciation of Socialism. He would not think of stooping to such a small thing as cause and effect, or with the laws of capitalization, the loss of wages, overproduction, or can he trace the cause of expansion and war from these, or that all these result from human made laws and not from natural laws. It is human law that in capitalization the supply of labor must be greater than the demand, hence we have the unemployed. If it were not so, then labor would demand the whole value of its product as wages. If labor takes its whole product as wages, then there is nothing to pay rent and interest, and these last two are what capitalization feeds upon. Take away rent and interest, and capitalization is no more. The power of the economic master—Capital—to take one-half the product of labor for the use of Capital and land, prevents labor, which constitutes three-fourths of the population, from using what it creates; hence poverty is manifested among the laboring people, while industry stops because of overproduction; while wars take place against semi-civilized peoples in order to find a market for the surplus product created by our own people by their labor. If you desire to know why this is so, you will find that the wage-earner cannot control the product of his labor. He is paid a wage, so much per day, regardless of the value his labor produces for his employer. He is, therefore, a slave, because it is this inability to say that his product was his own that has always made slaves of men, whether known as chattels or serfs. Therefore the term "wage-slave" is more than a *term*, it is a *fact*. He writes of people being made So-

cialists by reading Bellamy's "Looking Backward," and does not appear to suspect that he is giving himself dead away and of his ignorance of a subject on which he presumes to write. It is not known by such as Bro. Hiller that the Socialist principle pervades all society at the present time and that it is being established constantly, more and more, in all civilized countries, or that it is the development of Capitalism that is forcing this principle upon mankind, nor is it known by the superficial reader of only Capitalist literature what progress is being made toward the co-operative commonwealth, a small matter of 200,000 votes in the United States or seven million in Europe for Socialism has no significance for those who are prejudiced against it, because they heard some one condemn it, not knowing that it was ignorance that prompted the remark. The principles of modern Socialism are the same in all parts of the civilized world, and is now international in organization. There are certain contentions as to methods of propaganda that divide socialists into different camps, but that which all factions are working for is the same, and will, no doubt, combine their forces in the near future. Bro. Hiller writes of the great strides made in the wresting of Magna Charta from King John, and the American revolution. No doubt these were great reforms for the times in which they occurred, but the advancement attained by these were small, indeed, compared with the power held by concentrated capital to wrest from the working man the means of life. There never was a time when a small minority of the people had greater power to despoil the worker of the product of his labor and leave him only enough to live on in order to sustain health to enable him to reproduce. He also refers to the deficit in the postal service as an argument against socialism, as much as to say that the people cannot do, when organized nationally, as they can when disorganized into a million different factions, as now. It must not be forgotten that Socialism cannot be such until it becomes co-operative industrially by the sovereign power of

the whole people. I have no doubt that if the mails could, under present conditions, be carried at actual cost there would be a surplus instead of a deficit, at the present price of stamps or even lower. It is the necessity of coming into contact with Capitalism that enhances the cost of this service.

Capitalism and Socialism are terms whose principles are directly opposed to one another. The results of Capitalism we know; the effects of our industrial system are bad. Riches for the few and a competitive struggle for existence for the masses, with the entire submergence of 10 per cent of the people. The cause of this we find, laws built up, not by the people, but that part of the people who have attained the economic mastery and, therefore, necessarily also the political mastery (for don't they own the means of life?) by giving private individuals ownership in land forever, and private ownership in the means of production—Capital. With discoveries of natural forces which increase the power of production, the benefits of these discoveries are and can only be for the owner of capital, and is of the same nature as the private ownership of land. With the ownership of land and capital goes the power to rob the worker of the fruits of his industry, which power is strengthened by keeping competition between the workers as strong as possible by limiting industry so that the supply of labor is always greater than the demand. Industry is also limited by the limited power of consumption of the worker from the fact that his purchasing capacity cannot go beyond his wages. The masses have, therefore, no share in progress; on the contrary, every invention that increases the power of production is a nail in the coffin of labor. The special privilege of those who own land and capital lies in the fact that they can charge labor rent for the use of land and interest for the use of capital, neither of which were created by their owners. The land is a part of nature and capital was created from land by labor. The owners hold ownership by the virtue of human laws and are

a perversion of natural law, and from this arise the inequalities of opportunities of the people.

Socialism means nothing more or less than making these two—land and capital—the property of the State. Industry carried on to produce things for *use* and not for *profit*, because the people would not likely attempt to make a profit out of themselves. Therefore, the charge of rent for the use of land and for the use of capital being eliminated, the worker would receive the whole value of his product as wages. Labor creates all wealth; a part of wealth is used for the production of more wealth; this part so taken is called capital; other wealth would remain private property when in the hands of the consumer, such as dwelling houses, clothing, provisions, etc. Many public utilities are now socialized in so far as they do not come into contact with private capitalism, such as the navy, army, railroads and telegraphs (in Europe), water, light and gas works, public roads, national and city parks, the postal department, rivers and harbors. In so far as these are now public property, it must be admitted that the people are better served than in those lines still entirely dominated by private ownership. It is to be regretted that union men are still so largely bound by habit of thought taught them by our economic masters in school, church and press, but the trades union is a good school and the light is breaking through superstition and error, built up by the customs of the ages. Nearly every labor leader who has come into serious conflict with capitalism has embraced the principles of Socialism as the only road to freedom for the worker. Either that, or a traitorous surrender to Capitalism. My advice to all working men is to recognize the solidarity of labor throughout the world, be conscious of our class, take up the study of the new economy as taught by George Marx and others, and be convinced that the goal of trades unionism is Socialism, which will usher in the reign of justice between man and man, and to the emancipation of the toiler. I would like to have every telegrapher read "Merrie Eng-

land," by Blatchford, who places the workingman in his true position in society in such an unmistakable way. Over a million copies of this book were sold in England, and possibly as many more in America. If your book store does not keep it, address The Debs Publishing Co., Terre Haute, Ind. Price 10 cents.

In S. O. & D.,

B. F. GAYMAN.

Revelstoke, B. C.

FROM MANILA, P. I.

If the Editor will kindly allow us a little space in the columns of THE RAILROAD TELEGRAPHER, we will endeavor to tell where some of the old rounders are and what they are doing. In "M" office, Central Manila, we find First Class Sergeant J. A. Kick, chief operator days, First Class Sergeant R. H. Shane as assistant chief operator, nights; Sergeant Lon Henderson in charge of repeaters, days, and the following operators, days:

Sergeants Barbee, McIntyre, Guswiller, Vandervort, Boomer, and Manchester; nights, we find Privates Joe Dillon, Strohl, Cudaback, and Corporal W. S. Cate; on extra list, A. S. Hooe. This is one of the best managed telegraph offices in the Philippine Islands. We have ten wires working to all parts of the North and South Islands and on an average we handle from one thousand to one thousand and two hundred messages a day in this office (they are not ten word messages, either). The office is well equipped with Smith Premier "mills," and every operator in the office must "13" how to use them, too.

At Gen. MacArthur's headquarters (Place Manila), we find First Class Sergeant Conway as chief operator; operator, First Class Sergeant Clark. Headquarters Department, Southern Luzon (Manila), we find First Class Sergeant Davidson and Sergeant Ferrell; at Headquarters Department, Southern Luzon, we find First Class Sergeant Wolfe and Sergeant Kauffman. Observatory Building we find Sergeant Kansas as operator. Calamba Relay office, First Class Sergeant Paul C. Lacey

and Sergeant Sahm, also Peters and Mack. Tayabas Relay Office, First Class Sergeant Cullin, Sergeant Bachelor, Private H. H. Smith. At San Fernando, the next largest office to "M" Manila office, we find as chief First Class Sergeant Nichols and Sergeants Sides, Angels, First Class Sergeant Mahon and Privates Tracey and Teeters.

We have some old-timers at Dagupan, but the writer has just arrived here and is not thoroughly acquainted with the boys along the line. Brother Irwin is at present stationed at Bautestia. We would be glad to hear from any of the boys that could give us a few lines outside of Manila. We understand that a Division of our Order is to be organized on the native railroad here some time during this month, but we have not learned the organizer's name.

The boys are all just at present interested in the strike on the Santa Fe, but as we are so far away from the States we have such poor mail system it is very hard for us to obtain any information, only through newspapers and personal letters. Nevertheless, the boys of the Santa Fe have the sympathy of all the telegraphers that are in the Philippine Islands. The telegraphers are expecting to be discharged on June 1, 1901, under a special act of Congress, but up to date we have nothing definite regarding this.

The boys understand what it means when you are a soldier (it is, obey your superior's orders or go to the guard-house). Some of these boys are sent to telegraph stations where they handle on an average 25 messages a day, with a box relay. Sometimes a man is lucky enough to get a tent as an office, but when a man is on the hide, as the soldiers term it, or is chasing "Go-Goes," the office generally consists of a box relay and a big tree for protection. The writer has heard some of the boys say that they have waded in water waist deep to get to a meal, judging from the way it rains over here the writer is inclined to believe this story. Just at present we have no signal men out on the firing line, but we can't tell how soon it will be before some of us will be. We can say one thing

that is a good thing for the telegraphers in this part of the country, and that is the well known government made man (Fort Myer graduate) has no chance to finish his education in telegraphy in this country. If a man is not a practical operator when he lands in Manila he will never be. We congratulate some of these boys here for forming this as a rule and living up to it; there are no ham factories to be found in the Philippines. On the Manila and Daguapan Railroad we found all native operators continental men, with the exception of the first-class agent, Reader, who is a Signal Corps man, and is chief train dispatcher for this pike at "Tondo." We 13 he handles continental as well as Morse. Guess we will have to call on Mr. Reader for an explanation as to the ability of these natives as operators. We 13 he has his own troubles. We understand Brother "R" Irwin, at Baustis, is endeavoring to organize a division in his part of the country. All of the boys in "M" office extend congratulations and wish him much success, and are ready at any time to assist him in any way that is beneficial to the Order. Well, Mr. Editor, as this is our first letter from this part of the country we will close, with best regards to all the boys and much success to the Order, and at any time any of the organizers wish to pay us a visit we will see that he is well treated while among us here.

Yours in S. O. and D.,

"KN."

THE QUESTION OF THE DAY.

I have thought that a few words touching the great social question, which is overshadowing all other questions of the day, might be acceptable and interesting to the readers of our journal.

This is the day of monstrous trusts and combinations of capital, when the world stands aghast at the rapid transit of events, and the boldness with which a few men are appropriating the earth and the fullness thereof, to the exclusion of the great mass of our people, who go scantily clad and worse fed, while this small fraction of our population revel in luxury and wealth, such

as would have made the richest of the ancient barons stand in bewildering astonishment.

To the students of events these conditions bring no surprise, for he sees in them the logical outcome of competition. To him the competitive system is a state of war, cruel and relentless, with all the cruelty and barbarity of sword and Gatling gun, but under the guise of conventionality and the glittering stains of civil life. And while thousands of able-bodied men meet their death in our wars through the instrumentality of cannon and musketry, the war of competition claims its victims by hundreds of thousands, chiefly innocent women and children.

We all justly admire the great soldier heroes of the world's wars, but we turn with horror from the scenes of carnage in which they were the central figures. As a rule they were brave and tender hearted, as all truly great men are, and possessed of the nobler virtues of the highest manhood. Indeed, we believe that the whole fabric of our country, where personal honor is held most sacred and high above material welfare, is to be found in our army and navy. But what shall we say of the industrial war, the war of competition, the war for bread, the personal strife for existence? Is it a question of personal honor with them? Or is the governing principle found in the father's advice to his son: "Get money, my son; get it honestly, if you can, but get money"? Ah! truly there is the root of the evil. Here, at least, the most skeptical reader, if he is a student of our conditions, must acknowledge that the Good Book is right. The mad chase after the elusive dollar is at the bottom of all our economic troubles. Lincoln and his noble army loosed the chains from some four millions of chattel slaves, but the money-changers have bound us *all* with chains of gold in a servitude more grinding and cruel, in many respects, than the chattel slavery in its worst form.

The scientist observes the eternal strife among the monsters of the deep and the wild beasts of the forests, and formulates its savage theory of the "Survival of the fittest." The man of business, true to his

instinct, appropriates this newly found theory, as he has all other products of genius, and, swelled almost to the bursting point with his great importance, and, taking the flattering unction to his soul that he and his kind are the only fit ones of earth, brutally proclaims it as the standard by which the merits and demerits of man are to be measured. We cheerfully accept the result of scientific investigation in this respect, but we demur to the standard of fitness set up by our friends of large girth and small conscience.

The religious bigot, either ignorant of the teachings of Him whose gospel he is ordained to teach, or mentally and morally incompetent to appreciate the true spirit of his precious words, advises his flock to be content in the lot that God did not mean they should occupy.

Break away from these false teachers, you who are doing the world's work, for the sooner you read and begin to investigate for yourselves the quicker will you come into your inheritance. If you would become informed on the questions that vitally concern you, do not look for it in the capitalistic-owned papers of the country. I am a Socialist, and am doing what I can to enlighten my fellow-workers regarding the great socialistic propaganda. It is the only hope that is left us. Send 25 cents to the address given below, and I will have sent to you for one year the *Appeal to Reason*, the best socialistic paper published in the United States. This is one-half the regular subscription price. You cannot afford to be without it. Upwards of 150,000 copies of this paper are distributed throughout the United States each week, and its circulation is increasing at the rate of 1,000 a day. It is doing a grand work in enlightening the people, and every worker should be a reader of it.

W. S. LA SHELLS,

Agent S. P. Co., Sims, California.

Postoffice, Hazel Creek.

THE RAILROAD MAN'S DUTY.

The subject we have selected is one that covers a wide field. In our opinion it is the duty of every railroad man to con-

nect himself with whatever organization that belongs to his branch of the railroad. If he is an engineer, he should connect himself with the Brotherhood of Locomotive Engineers, one of the noblest organizations in existence. I think I am correct when I say it is one of the noblest orders of its kind in existence, and, I know, one of the best. If you will canvass the railroads of this country you will find it has done untold good for these men. It has placed them in positions where they can get what is due them; otherwise it would have been impossible to do so. Next in line comes the Order of Railroad Conductors. Look what this organization has done for this body of good men! It has placed them where they can make their wants known. If it had not been for this Order it would have been impossible for them to have gone before the heads of any road and gotten justice. If they had gone singly, they would never have been granted permission to enter the offices of the officials on any road to discuss such subjects as they may see fit; but by joining in a body it compels the officials to lend a listening ear to their demands. Next comes the Order of Railroad Trainmen. This organization has placed these poor fellows in a position to take their grievances before the officials to their satisfaction. Like the former men we have mentioned, if they had not been organized, they would have been turned away from the doors of the officials without getting a word with those worthy gentlemen. Last, but not least, comes the Order of Railroad Telegraphers, one of the noblest organizations on the face of the earth, one that any or all operators should hold up to the last degree. Look at the good it has done and the more it can do, if we can only get all of the operators of the country to see it in the proper light. It places us in a position to cope with the officials and get what is due all operators—better wages and less hours to work. The amount it costs us each year to keep up the dues is a very small amount, compared with the salary we could get if we would stick together, and the only way to do this is to get in and uphold this organization. If this small and poorly gotten-

up article should come under the notice of any of the above-mentioned men, I hope he or they will give it their careful consideration and profit thereby. All of the above-named organizations have our sympathy, for we belong to the last-named order, and realize the good it has done us.

S. D. BROWN.

DO NOT BE IMPATIENT.

Those who read and think must be convinced that this is, indeed, a time when great streams of wealth are merging themselves into one mighty river of gold, which will hold within its grasp the business prosperity, as well as the happiness of the people. But, when one considers the natural greed of wealth, a doubt arises whether the happiness of the people will receive as much earnest consideration as the accumulation of golden treasure by the few, at the expense of the many. A survey of the business and financial world, and a close study of the methods of those who are called great financiers and promoters, does not reveal a higher ideal than a desire to accumulate wealth for the gratification of vanity and selfish desires, which fails to be in accord with the Divine purpose which gave existence to this glorious universe. The creation of such a stupendous, beautiful galaxy of starry worlds suspended in boundless space, could not be the result of an inspiration born out of a love for golden treasures, but an inspiration our earthly minds can only describe as limitless love and desire for the creation and development of life to such an extent it might reach the highest ideal—the condition of its Creator.

It is wise to remember that the growth of the wealth of the world has had less to do with establishing the present civilization than has the high ideals of humanity wealth has voluntarily aided and assisted, or the people have compelled it to recognize. If there were no high ideals, wealth would sow seeds of Evil, for it is high ideals that have stood as a barrier between the animal and the spiritual in men, keeping the animal from gaining supremacy. Golden treasures should be a medium through which

those whom Fortune favors may express their gratitude and reverence for the Great, Unknowable One who is master of all humanity and this earthly sphere, with its millions of companions suspended by invisible threads, reaching up beyond our understanding. But, unfortunately, it is not so considered; and those who seek wealth have little regard as to the means employed or the suffering entailed. In olden times, when armed bands despoiled others of their wealth, it was possible to draw the sword in defense against the wrongful action. There was some satisfaction to be gained from that possibility. In these days of commercial brigandage, Invested Capital does not hesitate to rob Labor in wages, nullify protective legislation through its pernicious influence; and labor has no weapon but the "strike." Some say: "The strike is a weak weapon." It is, but well-maintained trades unions use it to good advantage. It is the only weapon Labor has, and it should not be discarded until another is secured. You would not throw away the poorest kind of a weapon if you were attacked on the highway!

Unfortunately, for Labor, there are certain theorists who seek to turn attention from the true value of our trade unions. They mean well, but do harm, in exactly the same proportion as do some charitably inclined people who endeavor to assist the poor in an unsystematic manner, and lack even practical knowledge sufficient to prevent the wearing of silks and diamonds while on an errand of mercy. High economic ideals, with no accompanying practical method of application, taking into consideration the weaknesses of humanity and the slow growth of reformatory ideas and suggestions, are of little benefit to the working people. This is a world of actualities. To occupy an idealistic platform when there is lack of food in the home of Labor, is a waste of effort. Some of the misfit economic thought of this time might be compared, in lack of practical application to remedy existing evils, to the tailor who would cut his cloth before taking the measure of his customer.

There are ideals enough within the trade union movement if we honestly search for

them. Labor has had its high ideals for centuries, and they have expanded from out the mire of wealth into a more intelligent field, made beautiful by its covering of fragrant blossoms from the seed known as Education; and, to-day, many of those ideals have been realized through the very methodical slowness and practical methods of the trades union movement which make some so impatient. No matter what any school of economic thought may teach, Labor must continue its organization, working along systematic lines according to *present* industrial, governmental and social conditions, in order to successfully combat Greed—the same old Greed which destroyed ancient Rome when it reached, what the few egotistically considered, their own eternal supremacy through wealth.

While searching for a means whereby this earth may be made a Heaven, let us stand steadfastly by our trade unions. Generations ago, others chafed over the dilatory advent of reforms, but the good work went on, and we have been benefited thereby. Like those in the past, let us do our part honestly and fearlessly, adding to the glorious record of trade unionism as much as we can. Mortal man can do no more.

Our unions stimulate a desire for a life made happier by better conditions and more opportunity for education; all of which tend to elevate our standard of citizenship and enable us to have, as a nation, a more complete understanding of what the word "Liberty" should mean in a great country. Every battle fought and lost is a victory. Every dollar contributed to the Cause is a generous token of our faith in its righteousness. Every personal sacrifice made is a luminous star which lights up the pathway of Organized Labor and makes Greed sink into the shadows, ashamed and reviled. Keep up the good work. The road to Industrial Emancipation is a difficult one; but we are progressing, not retrograding. The best, kindest advice seems to be: "Do not be impatient."

Discussion of economic ideas and princi-

ples of government is broadening and educational, and I am pleased to note its increase in our journal; but the workers of the world will act wisely if they constantly bear in mind that their trade union is the only medium through which they can approach the employer upon a question affecting the wage scale, hours of toil, or general treatment and workshop conditions. No political party can do it for them; and, in these days, when obnoxious laws are quickly labeled "unconstitutional" as soon as Capital objects to them, Labor has little to hope from legislation. Stick to your union; make it strong and invincible.

J. R. T. AUSTON.

KINDNESS.

Another year has passed away. The "River of Time" has borne it away on its heaving bosom. With time some precious opportunities have passed, and, doubtless, many of them have crossed and recrossed our pathway and we have disregarded them. Wealth—we fare sumptuously; poverty—the cold hut our dwelling place, the wolf at the door; sin—we are heavily laden; truth—a pearl; confidence—a bulwark; peace—a message; the rusty, blood-stained sword; perfection—somewhere beyond the horizon of expectation; sadness—deserted, lonely, a broken heart, a dead flower; life—endurance, beginning at the cradle and ending at the tomb; death—a cold form of awful calm; kindness—ah, the secret of happiness! Kindness! Kindness! Happy are they who some kind deed have wrought. It costs nothing to be kind. Make this year one of gladness, be kind. Go not to the tomb to shed thy tears o'er lifeless clay. The dead heart cannot feel the joy of thy kiss, nor see the floral emblem, a token of love. The warm, living heart knoweth. It can feel; it can break. Smiles of gladness and tears of sadness stirring the living heart to the depths of its foundations, imploring you to be kind.

HARRY S. BLACKBURN.

FRATERNAL

Notice to Correspondents.

Correspondents are requested to refrain from using telegraph calls in letters intended for this department, as they are not understood except by a very small number of readers located on the division mentioned.

Communications for this department should reach the Editor by the first day of the month of publication.—Ed.

Grand Trunk Ry.

Notice to Members—

Having resigned my position with the Grand Trunk Railway system for the purpose of assuming the office of Third Vice President, to which I have been appointed by the Board of Directors, Bro. F. G. Sinclair having resigned, I desire to advise all members of Division No. 1 that the offices which I have held, viz., General Secretary and Local Chairman, have been filled for the present unexpired term. Bro. P. H. Helbert, St. Isadore Junction, Que., has been appointed General Secretary and Bro. C. T. Goulding of Elmwood, has been appointed as Local Chairman of Districts 22, 23, and 24.

It is with much regret that I sever my connection with you as an officer of the Division, as my labor with you has always been a source of pleasure to myself.

In assuming the duties of my new office I would feel myself entirely incompetent for the task were it not that I am assured of the hearty assistance and co-operation of all the officers and members of not only Division No. 1, but all divisions in Canada.

In conclusion allow me to say that I have learned that never before in the history of our organization have the prospects for a prosperous future been so promising as at present, and I earnestly request you all to use your utmost endeavors to place the Canadian telegraphers in the front ranks of the order. With best wishes I am,

Yours in S. O. D.,

D. CAMPBELL,
Third Vice-President.

Harrisburg, Pa., Div. No. 3.

"G. Q." tower has been moved just west of Shavers' Creek bridge at Petersburg Station, and "W. G." tower moved to just west of Warrior Ridge water station.

The old Spruce Creek tunnel has been put into service, March 8, and now there are four tracks running through the mountain at this point, ending at "S. C." tower just east of the station, which completes the fourth track system between Mill Creek and Spruce Creek. The work for four tracks between Mill Creek and Mount Union is progressing very nicely and it will only be a matter of time when the four-track system will reach from Mount Union to Spruce Creek.

We understand it will be Bro. Hack after April 1; here's our hand to welcome you into the organization, Bro. "H.K."

It is with profound sorrow that we chronicle the death of Bro. William G. Crane, which took place after a short illness at his home near Millers-town, Thursday, March 21, 1901.

Having been personally acquainted with the Brother for a number of years, we can but speak of him in the kindest terms. As a citizen and neighbor he was honest and upright in all his dealings; as a brother in the order he was untiring in his efforts to open the eyes of those with whom he came into contact and show them the benefit of organization. As a son and brother he was all that the term implies—kind and considerate of the interest of those about him at all times.

To the grief-stricken mother, brothers and sister who survive him, the sympathy of the members of Division No. 3 is extended.

Two temporary telegraph offices have been opened in the historic Lewistown Narrows, where contractors are at work making improvements to the line. Oprs. S. S. Yoder and C. A. Hart will manipulate the levers at these offices while crossing the contractors' dago trains to and fro across the main tracks.

Bro. M. L. Minick of Longfellow has failed so far to bring the cigars around on account of that bouncing O. R. T. girl which lately came to board with him.

LAMUS.

M. K. & T. System, Div. No. 22

Bro. L. R. Franse, night man for a long time at Wagoner, goes to Sweeney as operator and timekeeper.

Bro. F. C. Lea, formerly night man at Vinita, relieved Bro. L. D. McCoy the 11th of last month.

Bro. Jacobs, who has been working at various places on the Choctaw Division during the last three months, resigned and returned to Sedalia.

Bro. W. J. Hunter, from Council Grove, is holding down Parker, nights, at present.

Bro. H. H. Carter still holds down Chetopa, days.

Mr. Copeland relieved Bro. F. C. Lea as night man at Vinita.

Bro. A. C. Wilson has been appointed Chairman of the Fourth District, vice Bro. S. T. Best, resigned. E. B. Hill, General Chairman.

Bro. M. H. Jacobs, formerly bill clerk at Vinita, relieved Bro. L. R. Franse at Wagoner.

CERT. 20.

The High Line Notes—

Not many changes on "the High Line" since last report. "Case why?" You know, the High Line is such a pleasant place to work that there is little inducement to "gad about."

When J. R. Corvel left Chilhowee for Harrisonville, Bro. Taylor, of the Missouri Pacific, was checked in at Chilhowee to fill the gap temporarily until a permanent man was found for the position. And Taylor filled the place to perfection. A nice fellow and a good man.

On March 6 Taylor was checked out to make way for P. G. Pumphrey, who was transferred from Harvard, Mo., on the Sedalia division, as permanent agent at Chilhowee, Bro. Taylor to Pilot Grove, Mo., as relief, for 30 days.

J. L. Wilson, of Kansas City Junction, took a leave of absence the first of March to visit his family and friends in Sedalia, Mo., and returned to the key at "KC" March 15. During his absence "KC" was manned by Bro. S. A. Prettyman, from the Choctaw Division, and on Wilson's return Prettyman went to "block" at Sedalia to wait for another call "to bat." Prettyman is all right, no flies on him, and I would like to see him located permanently soon.

Business has been unusually brisk on the High Line lately, but I have not heard of any raise in salaries on account of it.

CERT. 251.

That Diploma—

In the February number of THE TELEGRAPHER there was an article by Bro. Atherton, of Oklahoma, on the matter of license for telegraphers, which struck me just right. He calls it a "License." "I call it a 'Diploma.'" A license is more restricted (limited, I mean), in its application than a diploma. A license would authorize a telegrapher to follow his calling only within the State issuing the license. A State Board for Missouri could not issue a license that would be valid in any other State. And, if this be true, then the operator would be required to secure a license from each State board of the State in which he might engage to work.

This would necessitate an operator working in Missouri, say, getting a license from the State Board of Kansas, the Indian Territory, or Texas, as the case might be, before he could be transferred to those States, notwithstanding they are

all on the line of one system, and the payment of a fee to each State each time he was transferred.

On the other hand, if there be a Federal Board, authorized to issue diplomas to all telegraph operators properly qualified, that diploma costs but one fee and will be good in any State in the Union.

But I would not be a stickler as to the name the thing is called by, or the scope of its authority. The great need, the pressing need, as Bro. Atherton showed in his article, is something of that character that will bar out the "scabs" flying over the country in search of jobs they do not deserve and cannot honestly fill.

When this matter was first mentioned, some years ago, I was strenuously opposed to anything of the kind. I've been taking notes since then, and have changed my mind, and I now favor the idea, and believe, with all my heart, that here is a work we ought to push with all our energy—a work that means more to us, probably, than any other one line of work we could take up.

As long as "Tom, Dick, and Harry" can rush in and *assure* the destiny of the hundreds of lives of passengers riding on a line of railway, and the safety of the vast property committed to their care, without due preparation for so important a trust, we will be at the mercy of every narrow minded superintendent and trainmaster who sees fit to deny us our just rights. But, give us something like this, require every one seeking to fill an operator's place to furnish a certificate of his, or her, qualifications in the shape of a license or diploma, and there will be fewer scabs to help the officials "down" us and cheat us out of our rights.

That it will require much work and money to secure this is a foregone conclusion. But it will be worth all it may cost.

Brethren, let us hear from you on this point. Think it over and make up your mind for or against it. If you are for it, say so. If you are against it, say so, and tell why.

CERT. 251.

Grievances—

In the February TELEGRAPHER Cert. No. 4,742 called attention to a very important matter on the above subject. It has always seemed to me that we handled our grievances in a haphazard manner—"every fellow for himself and the devil for us all," as it were. And yet, it never occurred to me that there was any improvement that could be made in the *method* until "Old Mexico" suggested it in the February number. "Old Mex.," I wish to thank you for raising "the p'int," and I rise to second the motion.

Why can we not inaugurate something of the kind? The railroads of the country are now organized into systems throughout the country, and the whole system should move as a unit in important matters like this.

I ain't going to write a long expository article at this time. I simply wish to second the motion and say a few words to stir up thought along this line. The Santa Fe system, instanced by "Old Mex." in his article, forcibly illustrates the need of an improved method of settling grievances. A semi-annual meeting of our general committee with the officials, as suggested by "Old Mex."—a meeting to be held whether there be any grievances or not—a meeting to be held for the purpose of hearing and being heard, of advising and being advised, of consultation and planning for the betterment of the service, etc.; a meeting for the settlement of all unsettled matters. Such a meeting could not but result in permanent good to our order and a more harmonious relation between all concerned. Brothers, what do you say? Are you for it or "forinst" it?

"CERT. 251."

Grafton, W. Va., Div. No. 65.

On account of the sudden death of Bro. B. F. Kenny, who was for a short time Secretary and Treasurer of this division, Bro. G. L. Foster, of Grafton, W. Va. has been appointed to that place. As our various misfortunes have somewhat retarded the business of this Division, perhaps a few words of explanation will be acceptable to the membership.

After the withdrawal of Bro. E. J. O'Shaughnessy, Bro. Kenny was elected to fill the position, but before Bro. Kenny was installed, Bro. Shaughnessy was taken down with typhoid fever and the transfer could not then be made. About the time that Bro. O'Shaughnessy became convalescent, Bro. Kenny was taken down and unfortunately the attack resulted fatally.

All members of this Division who have not paid their dues for the current term will please remit to G. L. Foster at Grafton, W. Va., at their earliest convenience. Those who have had their cards delayed by the unfortunate circumstances related above will now understand the cause and can rest assured that the business of Old Grafton Division, No. 65, will soon be straightened out and everything running smoothly once more. Fraternally,

L. G. COCKRELL,
Chief Telegrapher.

Erie Railway System, Div. No. 42.

Susquehanna Division—

Opr. Sarsfield, at "ZY" tower, is absent on account of being sick; relieved by Opr. Reynolds.

Opr. Bonnell, of "QZ" tower, is absent on vacation; Opr. Dee in his place.

Opr. G. W. Doane, of the new interlock tower, "AP," at Adrain passing track, has been absent for a few days on account of sickness; Opr. King worked in his place.

Opr. J. Doane, of Cameron, intends to start a meat market at Cameron the first of April, and,

with his previous experience at "pounding," he ought to make a success of his new venture as far as pounding the meat is concerned.

Opr. G. T. Kinney, of Campville, is absent on a vacation; Opr. Conlon, of Owego, in his place.

Opr. Cole, of Rathbone, is working at Binghamton station, nights, until regular man is appointed for the position.

"No Admittance." That is what you see on the doors of telegraph offices on this division now. Boys, that means students, too. I "13" those who have students are kicking because they have to fire them and do the dirty work themselves, while those who have no use for students are much pleased with the new order, as it will knock the practice of having one to four students in the head. I would that all railroads in the United States would adopt the same plan, then the question of students, which has so long been agitated, would be solved.

CERT. 291.

Cincinnati Division—

Bro. I. N. Geisinger, agent of Tallmadge, has a face full of wreaths, sheaves, and great bundles of laughs over the arrival of a boy, March 2.

Night Opr. J. Kelly, of Hills, is sorely afflicted with Geisinger's disease over the arrival of a youngster at his home, March 25. Don't fail to become serious again and think about the fact that you are still a "non." Yes, and there is Mr. Stoner, day opr. at Hill's, that ought to belong, but he thinks if its any inducement for him to belong, make his salary \$50, and he will oblige us. We are not in the salary raising business, just now.

Opr. Ribelin, of Tallmadge, nights, is "going out of the biz." and, of course, we can't expect any one "going out of the biz." to belong.

Ex-Bro. S. H. Helwig, of "DI" tower, we hope, will not long hold this title, but come in again.

Bro. J. S. West, formerly night ticket agent at Akron, is acting as assistant ticket agent until the Erie moves into Union Depot, about May 1. Mr. Waugh, former assistant ticket agent, went in as clerk in freight office.

Opr. Campbell has "YD" nights regular, and still not with us.

Bro. M. E. Walsh, at "YD" tower, days, and Bro. W. F. Robison of New Portage, days, are the judges in the races of B. & O. and C. A. & C. passengers with our Atlantic Type Flyers, whom you hear, "They're at it," then every one listens. But Cassidy, night man at New Portage, is still a "non."

A trip to Barberton from some one might get "S" there.

Bro. Russell, at Akron, does not know where he will land in the changes to be made there in depots. Ex-Opr. J. P. Wilson is working nights at Akron until the change in depots.

"Yep," "KA," "GN," "White," "TAH," these are a few things we hear when Tom Holleron is on a trick. Tom ran his first trick Inauguration

Day. He wanted to show Bill McKinley that he "wasn't so many." It's all right, Tom, and the boys 'long the line never fail to get along. Would that all dispatchers were like him.

Bro. W. H. Todhunter has sold his restaurant at Galion and will resume work at "RX" (Galion).

Bro. George Weddle, off sick; Opr. Graham relieving.

Opr. Welch is back, working at "3," after all winter copying at "GN."

Bro. J. Lee, regular at "A" tower, Galion.

Bro. J. E. Rench working at West Salem extra nights.

Bro. King at "3" Galion shops, days; thinks he won't have such a roast when Big Four and Erie use their tracks as double tracks between Galion and Marion. They are connecting up tracks now.

Bro. Wm. Clancy, of Mansfield, Ohio, who has been employed by the Erie road for some thirteen years or more as telegraph operator, was compelled to give up his position by request of company owing to the condition of both arms, caused by telegrapher paralysis which he has been troubled with more or less many years. The company offered him work in other departments, but not of sufficient inducement to warrant his accepting it. Hence he decided to accept the position as State Deputy President of O. R. T. in Ohio, a position exactly suited for him. It seems his misfortune and the creation of the office happened at a fortunate time. His service as Chief Telegrapher of old Division 228, as General Chairman of Erie System, Division 42, and in obtaining our schedule of '92 has been of inestimable value. While we regret exceedingly to lose him, it is gratifying to know he is to work where possibly his services will be of greater value to the Order in general than at any previous time. So we predict a large gain of membership throughout Ohio by his splendid methods and invincible arguments.

CERT. 71.

Chicago Division:—

"HALF A NIGHT ON THE ERIE."

At 12 o'clock the festive cook

Starts in by calling "J"

And Thomas stirs up "JO,"

The man that gets the "hay."

For eighty-two is waiting

At "CN" for a "nine,"

On seventy-seven, which was never known,

To reach "SC" on time.

He gets him, puts the order out,

And quickly tackles "B,"

Because he knows for certain

That man sleeps peacefully.

He calls "B" till his arms grows tired

Then changes to "MS,"

And calls, and calls and rattles,

Then says they're dead, I guess.

But eighty-two will rouse them up

And then I'll have my say;

I'll politely tell them Jaspers

To sleep some through the day.

But good old faithful loving Jack

Who never done a wrong

Forgets it and is happy

As the freight trains move along.

On the other end the festive cook

Has raised the "corpse" at "J,"

And frantically is rattling

To resurrect "OA."

For it is now one thirty

And he has ten mines on "three,"

And eighty-one must have it

So they can make "AD."

Levings says the Extra just stalled

Down near the bridge

And Akron just reported

First ninety o'er the ridge.

"HD" calls for orders for the

Seven seventy-nine,

And other hams are asking

For blocks along the line.

In the meantime the two corpses

At Judson and "OA"

Resume their natural standing

Of snoring in the hay.

Likewise the man at Bippus,

The man at Clear Creek, too,

'Till Cook in desperation, asked

What can a fellow do?

I'll tell you, Cook, in confidence,

You join the O. R. T.,

And life won't be the burden

It has been previously.

For then the boys will stay awake

And treat you on the square,

And when this life is ended

Will meet you "Over There."

"IRISH."

Cincinnati Division, West:—

Bro. Clancy is just running 'em in every place he stops. Got four at Marion recently.

Mr. A. J. Monroe, of "Q" tower (Marion), and ex-Bro. A. L. Covault, of Urbana, nights, were appointed copiers at Galion to fill vacancies made by promotion of J. R. Dearth and Pat O'Neil.

Bro. M. S. Hogan, of Marion Junction, was visiting friends at New York City in March, Extra Opp. Lewis relieving.

Agent E. A. Armstrong, of King's Creek, took Urbana, nights. Bro. C. W. Fox, of Caledonia, nights, took "Q" tower.

No Lewisburg nights at present writing; not filled yet. Talk of Bro. C. D. White taking it again.

Recent events shows that some agents are glad to gobble up some of the good jobs when advertised, but have never joined the O. R. T. They well know this feature was obtained by efforts of the O. R. T., and then to take these jobs is a little more than patience can stand. Come now, and show your consistency by joining.

Bro. E. S. Curry still hangs on at Richwood, O.

Bro. C. C. Lary's address is Broadway, O., last account.

Bro. W. H. Husted, at Peoria Crossing.

Bro. S. A. Neal, who was working Urbana, nights, goes back to "DN" nights (Dayton).

Bro. J. M. Laughrey works at Bowensville.

Bro. W. H. Albaugh, at Springfield, and Bro. Lee Kline, Dayton, days.

Bro. J. E. Broyles, of West Salem, nights, was appointed agent at King's Creek.

C., H. & D. Ry., Div. No. 21.

Division 21 held its regular meeting in B. of L. E. Hall, Dayton, Friday evening, March 29th, Bro. Wenk presiding. This meeting was largely attended by D. & M. brothers, also two brothers of Delphea Division, whom we were very glad to see and hope they will visit us soon again.

Several of the brothers failed to vote and if you do not succeed in any way do not blame any one but yourself.

Resolutions were adopted thanking Gov. Geo. K. Nash, of Ohio, and Col. R. M. Neven, of Dayton, O., for the appointment of Bro. J. C. Norris, of the O. R. C., to Commissioner of Railroads and Telegraph for the State of Ohio. As a rule the Commissioner picks one man from each railroad organization for clerks in his office, and we hope some good brother of Division 21 will succeed in securing one of these positions.

Several of the brothers have asked time and time again to get up some kind of a circular after each meeting and mail to each member, telling of proceedings of each meeting on account of their inability to attend meetings. This we talked over and found that it would cut our meetings down, and those who do attend would depend on the circular letter. If any brother desires to know what is going on it will pay him to attend meetings, as they are always interesting.

President Dolphin advised that the organizer would be with us about April 1st. Brothers, be in readiness to extend the glad hand of the Order.

Brothers who are behind in your dues should take the matter up with your secretary and secure some aid. If you can only pay on installments it will be better than dropping out, and Division 21 will surely see you through and give you a helping hand.

Up to the 29th the Federated Orders had not notified us as to the total vote taken, but ex-

pect same in a few days and will be able to furnish this information at our next meeting.

Notice of the April meeting will be out in a few days and we desire a large attendance.

Delphea Division—

We have not as much to rejoice over as the other divisions have in the way of new members, but have added little since we last sent in any notes, but had they the material to get out members we have I am afraid they would be in about the same shape we are.

In going over this division you can easily see that there are but few O. R. T. boys on it. By the looks of their offices they look like junk shops, and they transact business accordingly. And, seeing this, we are made to exclaim, as did the old woman. *Indeed, it's heartrending to see.* We hope the officials will catch on and either move the offices or the inmates back in the fields, where public sentiment is not so strong and where they may flock with birds of the same feather. However, we are glad to hear that we are to have an organizer with us soon and that he may have the wisdom of Solomon and bring some in which we have not been able to get even as much as an answer from. I think if they attend some of the good meetings they will shake off a little of the old rust and brighten up.

The card on this division stands about as usual.

W. L. Small at CO. extra; we "13" "B" is still in poor health.

Our train dispatcher was off for a few days; "F" in his place.

These are all the changes at present. Bros., don't give it up; go after your neighbor and see if we can't get a majority, at least. Div. Cor.

Canada Atlantic Ry.

Western Division—

Indeed, I was pleased to read brother who writes under Certificate 100 in our March TELEGRAPHER, but wish to remark that he is quite mistaken in speaking of "nons" at Scotia Junction. This would not reflect much credit on that station and in justice to the members so closely concerned as well as for the benefit of other members I must say that "NS" is solid O. R. T. Bro. V. J. Mongaan, agent. Bro. G. W. Woodhouse, days, carries as many cards, if not more (including his up-to-date card), as any one on this pike, as he has been a constant member for the last thirteen years or so. He belongs to Division No. 7, but asked to be transferred to Division 15. W. W. Wilson, nights, has sent in his application with dues, and is expecting his card soon, so we have no right to call him a "non." I understand he would have joined long ere this, but unaccountable circumstances prevented him from doing so. He is a bright, intelligent young man, and no doubt will be a first-class member.

Mr. Melloy, at Edgington, has dropped out of the Order, but hope he will soon find his mistake and come back in the folds again, as well as ex-Bro. Phillips, at Whitney.

Our percentage membership is higher than ever and Bro. Allison, as well as a few others, deserve great credit for their unceasing efforts to promote the welfare of us all. With best wishes.

Yours in S. O. & D.,

CERT. 73.

Denver & Rio Grande Railroad.

Having seen nothing from Division 49 for some time I will give the line up on Third and Fourth Districts, First Division, which is the best I can do:

Train sheet is handled by J. H. Keefe, first trick, C. C. Butler second, and W. C. Westlake third.

Bessemer Junction, C. W. Petersen, day operator, and J. E. Leary, nights.

San Carlos, H. D. Marquis, days, L. C. McGovern, nights.

Perde, nights office only, N. Kennedy.

Salt Creek, G. A. Greer, days, F. W. Moore, nights.

Graneros, A. E. Roberts, days, J. K. Ward, nights.

Larimer, H. L. Stone, days; some extra man nights.

Huerfaro, J. L. Skinner, days, R. Boswell, nights.

Apache, D. M. Harrington, days, extra man nights.

Cucharo Junction, C. A. Wright, agent, L. M. Jones, day operator, W. E. Allen, nights. "AN" is taking a vacation, being relieved by Extra Opr. Moore.

Rouse Junction is handled by F. T. Tanquary during the absence of L. A. Tanquary, who is attending to legislative duties in Denver.

Pryor, G. F. Karte, agent and operator.

L. C. Beazley is at Santa Clara Mine during the sickness of regular man, L. A. Hough.

Chicaso Junction, C. L. Friddell, days, extra man nights.

Elmero, J. D. Allen, agent and operator.

Trinidad, F. E. Cole, agent, P. D. Leonard, cashier. Leonard is away at present, being relieved by A. Vessey from Larimer.

Walsen Junction, J. E. Hatch, days, J. E. Bobbitt, nights.

Walsenburg, G. D. Lawson, operator and cashier.

La Veta, B. O. Griffin, days; night operator not known.

We had a special meeting at Pueblo March 22d, President Dolphin and Grand Secretary Perham being with us; also our General Chairman and all Local Chairmen. Brothers were present from all parts of the system, and we had a good meeting.

Let's hear from some of the brothers from other parts of the system. I "13" we have no Division Correspondent. Why wouldn't it be well to have one appointed?

Niagara Falls, Ont., Div. No. 16.

Michigan Central Railway—

Since writing my last letter a month ago, we have had the satisfaction of seeing several applications for membership; others are coming and some have promised soon. This is encouraging and urges us forward with renewed energy and hope. One thing is noticeable that most of the new men on the road send in their applications as soon as they are eligible, while some of the older ones still hang back, although they have been promising and promising to come "after a while." To such I would say "after a while" has passed many times and you had better come now. Only to think, we telegraphers who might stand first and foremost among railroad organizations and because of the responsibility and importance of the position have the highest wages, we are still willing at the dawn of the twentieth century to "hang on behind." I have heard that some one once said, "A printer, a telegrapher and a bum all mean the same thing." Well, that time has certainly passed. The telegrapher's profession is one of the highest respectability, and he should regard his position as the stepping stone to an official chair. And why not? The telegraphers have advantages over every other class of men to become thoroughly acquainted with all the intricate ins and outs of railroading, but yet if he does not respect his situation and the possibilities that lie before him, through it, enough to protect and guard his interests, by accepting and applying the means at his disposal, then it need not be wondered at if he wins promotion slowly, for it would be hard to persuade a superintendent that a man neglectful of his own interests would be just the man to guard with an ever watchful eye the interests of the company in a higher and more important position.

I am not, however, hinting that to join the Order of Railroad Telegraphers is going to bring immediate promotion. On the other hand it has often, at first, brought opposition, but that is becoming less and less with each succeeding year. The roads are learning that our Order is not a band of outlaws, but a business organization of the highest character, and it would not be surprising at no far distant day to see all opposition dropped, and a man seeking employment be required by the roads to show his membership card, which would be considered as "the standard of excellence." But aside from this happy contingency, it is enough for a man to feel and know he has done his duty to himself, his family and his fellowman by putting forth his best efforts to elevate and ameliorate his condition, and then the satisfaction of knowing that after he is gone there is substantial provision

made for those dependent upon him in his insurance policy and available when most needed. This alone is worth the cost of both it and membership combined.

Some will say, "I would like to join, but I can't afford it; I can't spare the money," and they are honest enough, too, where a man has several little mouths to feed, but yet this furnishes proof positive that something is wrong, for a man working twelve hours every day, the year round, should receive enough pay to have some little margin left after the expenses of living have been paid. But let all such deny themselves of something else and get an up-to-date card in their pocket, and perhaps it would not be long before they would see some tangible benefit coming their way.

I was pleased with the article in "Woman's World" by Eva McDonald Valesh in the *MARCH TELEGRAPHER*. This shows in a clear and concise manner the invaluable aid that woman can give to the cause of labor. The clear and sound reasoning also of Cert. No. 33 is worthy of note, and I trust it may meet the eye of many "nons" and cause them to stop and consider where they "are at." I would also like to see the article entitled "A Plea for Organization," by G. A. Richardson in the March number of *THE TELEGRAPHER* printed in circular form and a copy placed in every non-union telegrapher's hands on this road. It is a bright array of convincing facts that should persuade every operator that it is his duty to be a member of the union of his craft.

Yours in S. O. & D.,

DIV. COR.

C. S. Division—

The operators and agents on the C. S. Division of the Michigan Central should feel proud of themselves—proud to think that they are even "not in it" with the section men. The section men now get paid at the rate of 12 cents per hour and work ten hours a day. An operator, and 75 per cent of the agents, get on an average of \$1.30 per day, and have to work twelve hours a day, which would make their pay between 10 and 11 cents per hour, and out of that they have to buy their uniform. A section man has no uniform to buy, but can wear any old thing, and besides does not have anything like the responsibility that an operator has, but still they get more money than we do. Why is it? Just because they asked for an increase—that is all they had to do—simply ask and they got it. Is that not enough to show you that if we got together and asked that we could get what we asked for, too. How many agents or operators on this road to-day are making anything more than just a mere living, and when a man has a family to keep he has to work every day if he succeeds in making both ends meet? How many of you agents and operators ever stop to think about the

future? Do you ever think that although everything is lovely now there may come a rainy day and how many of you are prepared to meet it? You may be in good health now, but can you tell how soon sickness is going to visit you or your family? Would it not be a good idea to have a little something on hand to be prepared to meet this, if it should happen to come your way? You can not put very much aside out of your little \$40 per month, then why do you not try and help yourselves? It has been clearly proven to you that all that is necessary for the operators and agents on this road to do to get an increase is to ask for it? Then why not join the O. R. T. so that you will be in a shape to ask for it? You may be sure we will never get anything if we do not ask. You all know that the engineers, firemen, conductors, brakemen and switchmen just had to ask for what they got, and now comes the section men. They asked for an increase and it was granted without any kick at all. Is that not enough to show you that all we have to do is ask and we shall receive? So come on, boys, join the O. R. T. and you will never regret it. Besides by joining you will be helping others and at the same time helping yourself.

From what I hear from the trainmen, students are getting very numerous again. Boys, is that right? Surely none of you are so burdened with work that it is necessary for you to take in a student to help you keep up. Of course, there is one or two "ham factories" along the line where the agents are too lazy to even try and do their work, and so, of course, must keep a student to do it for them. It is not necessary to say where they are, for everybody on the road knows. Boys, drop your students and think the matter over and try and see how you will benefit yourself if you join the O. R. T. Surely your profession is as good as that of a section man. Is it not? But at the rate of pay we get now it is not nearly as good as a job on the section. There you get 12 cents per hour and an operator gets between 10 and 11 cents. Is not your job as operator worth 12 cents an hour, too?

OLD TIMER.

Missouri Pacific Railway.

Second District, Western Division—

Business has picked up a little since the advent of an abundance of box cars. The boys are not near so "fussy," but generally speaking we have a nice lot of men as following list will show:

At Auburn we find days, R. C. Fry, who is at present being relieved by extra Opr. T. N. Field. Understand "F" is to become a benedict. Well, none of us smoke, so it won't cost him anything. Night office is manned by Bro. J. C. Barrett, whom the boys have dubbed "collars and cuffs," but in a good-natured manner, as Bro. B. is At.

At Julian Bro. F. B. Reeve answers the call; also numerous questions of our country cousins.

At Paul we find Bro. W. A. Scott, an old-timer, was there waiting for the road to be built.

At Nebraska City Bros. A. J. McFarland, days, E. W. Reveal, nights, both good fellows and hard to beat at their business.

At Wyoming Bro. Lessell, formerly night operator at Union, does the "OS" trick.

At Union Bros. H. R. Wills, days, and J. E. Banning, nights. They get THE TELEGRAPHER every month; enough said.

At Murray Mrs. P. C. Hayden answers questions with an occasional "OS."

At Mynard Bro. Wright is king bee.

At Fort Crook Bro. Miller handles the reins and keeps the "sojers" in trim.

At South Omaha Bros. Wear days, and Baylor nights, with lots of work and grief.

At West Side Junction Bro. Dickerson days, and Bro. Price nights. Bro. Price is very anxious to get to Memphis first of April and gets a letter every day written in a feminine hand. Wonder what's up?

At Sprague Street Junction Bros. Becker days, and Bro. Rees nights, who are kept busy killing time.

At Omaha, dispatcher's office we find days, Bro. M. C. Sprague, Bro. I. Lehmer nights, who have their hands full and whose conscience does not smite them when approaching the pay car. Trick men as follows: Bro. Geo. Smith first, Bro. J. O. Lessell second, and Bro. E. J. Moeser third—all good men and strictly first-class, while chief dispatcher, Bro. C. A. Vermillion, handles the reins of the Second District in a manner that could not be improved upon.

At Glen Rock we find Bro. J. N. Simmons. Been there so long have lost his record.

At Brock Bro. H. Horton, one of the best.

At Talmage Bro. J. L. Hoyt, another landmark.

At Lorton Bro. D. Hinds, who hustles baggage, etc.

At Dunbar Bro. Liston, who "OK's" orders. "Tiston" evidently does not have time to dwell long enough on his "L." Must be a very busy man.

At Berlin Bro. W. A. Swearingen, who does the chores.

At Avoca Bro. L. W. Fahnestock looks after the company's interest.

At Weeping Water Bro. Jas. Martin days, and Bro. Naffziger nights. TELEGRAPHER comes there regular.

At Louisville Bro. J. E. Ellis holds the slab. Jim was off this month settling up an account. Had a whole pocketful of money when he returned. Was relieved by extra operator and agent, Bro. Panzeram.

At Springfield we find Bro. Geib, who has his hands full with the sand and stone business at present.

At Portal Bro. Ley does the relaying and "OSing."

At Nehawka Bro. Hymer holds down the chair.

At Wabash Bro. Staton meets the pay car.

At Elmwood Bro. C. W. Kraft meets the early trains; also the late ones.

At Eagle Bro. D. Sallee handles the key.

At Walton Bro. Teegarden holds the fort.

At Lincoln we find Bro. Watt days, and Kimmerer nights. Bro. Watt owns the place by right of discovery.

At Cook Bro. Geo. Winslow hustles the freight and answers the calls.

At Burr Bro. Tuebner at the bat.

Douglas Bro. F. W. Miller promoted from Plattsmouth nights. Bro. Thompson resigned.

At Panama Bro. Scott has charge.

At Hickman Bro. I. C. Miller is the whole cheese.

At Crete Bro. A. C. Higbee still reigns supreme.

At Plattsmouth Bro. S. N. Patterson nights, a new man.

Last, but not least there was born to Bro. and Sister M. C. Sprague January 7th a 11-pound O. R. T. girl. "BN" is as proud as a peacock, and actually avers he hasn't stepped on a tack yet.

CERT. 776.

Additional Dispatching Offices—

Below we append an additional list of dispatching offices received since our last:

The office at Omaha, Neb., takes care of the line.

Omaha to Auburn, Crete and Lincoln Branches, and is successfully handled by C. O. Vermillion, chief, and Geo. W. Smith first trick, J. Lessee second, and E. J. Moeser third, assisted by Oprs. M. C. Sprague on days, and I. Martin nights.

The Atchison office is ably looked after by Chief Dispatcher F. Sims, while E. H. Holden, J. F. Ganaway and R. L. Robinson hold down tricks, with Oprs. L. F. Akers days, and S. A. Whitely and H. C. Overton on nights, and takes care of the line Kansas City to Auburn, and Atchison to St. Joseph.

The C. B. U. P. Division is well looked after by E. S. Hill, chief, and J. A. Westrick, W. E. Brooks and W. S. James, trick dispatchers, assisted by Opr. K. M. Gill on days at Concordia, Kan.

W. J. Cochran, chief dispatcher and trainmaster, Jess C. Randolph first, W. G. Jones second, and C. E. Eldridge, third, with Salem Ferguson days, and L. E. Creagen nights, at Nevada, Mo., keep things moving on L. & S. N. & M., D. M. & A., Chetopa to Coffeyville, F. S. C. & So., F. S. & E. and Interstate Divisions.

The telegraph structure of the Missouri Pacific is under the immediate charge of Mr. J. H. Baker, general foreman, at Sedalia, Mo., and is ably assisted by the following efficient force of line-men:

O. P. Campbell, St. Louis, Mo., to Chamois, Mo.

A. L. Taylor, Chamois to Sedalia.

Geo. Brittendough and L. C. Redman, Sedalia to Holden.

J. Fitzpatrick, Holden to Leavenworth, Kan.

Wm. Thistle, Leavenworth to Auburn, Neb.

C. H. Chew, Auburn to Omaha.

Andy Johnson, Kansas City to Osage City, Kan., and Osawatimie to LeRoy, Kan.

W. B. Parrott, Osage City to Geneseo.

Ed Hall, Geneseo to Scott City, Kan.

P. Clark, Scott City to Pueblo, Colo.

Charles Steinhouse, Atchison, Kan., to Jamestown.

A. F. Smith, Jamestown to Lenora.

W. W. Baker, Pleasant Hill to Joplin, Mo.

W. B. Powers, Ft. Scott, Kan., to Topeka, and Madison, Kan., to Butler, Mo.

Wm. Stienhouse, Ft. Scott, to Eldorado, Kan.

J. Dinschr, Nevada, Mo., to Sedan, Kan.

O. Johnson, Sedan to Larned.

T. J. Higgins, Eldorado to Kiowa, and Wichita to Geneseo, Kan.

While going the rounds getting up this list we find the following extra linemen on top of poles at work: Jno. Taylor, S. P. Sullins, J. D. Vaught, Charles Clifford, J. N. Hughes, F. L. Bowers, A. E. Ballyard, G. N. Wolf, M. Alberts, G. L. Baker, R. R. Faulkner, W. S. Campbell, J. R. Cheek, Earl Evans and James Evans.

Mr. J. C. Browne, general foreman at Little Rock, Ark., has charge of the structure on the Iron Mountain, while the details are promptly looked after by the following linemen:

C. B. Knight, at Bismarck, Mo., looks after the troubles Carondelet to Piedmont, and Bismarck to Mine La Motte.

Joe Merkt, at Poplar Bluff, Mo., keeps up the line Piedmont to Neeleyville and Doniphan Branch, also Poplar Bluff to Little River.

Frank Wilson, at Charleston, Mo., answers all calls Little River to Cairo and Mine La Motte to Belmont.

B. F. Key, at Knobel, Ark., keeps things in shape between Neeleyville and Newport and Knobel to Wynne Junction.

E. R. Wynn, at Bald Knob, Ark., keeps everything in proper working order Newport to Little Rock and White River Branch.

John Billyew, at Wynne Junction, Ark., keeps things moving Bald Knob to Memphis and Wynne Junction to Helena.

C. E. Wynn, at Little Rock, is quite an important man and fills the several positions of line-man Little Rock to Pine Bluff, storeroom keeper, clock repairer and emergency trouble man.

Joe Fagan, at Little Rock, is assistant storeroom keeper and keeps the line Malvern to Little Rock in good order.

T. L. Benedict, at Gurdon, has everything in smooth shape Malvern to Texarkana, Gurdon to El Dorado and Hope to Nashville.

John Dickey, at Russellville, Ark., looks after the line Little Rock to Coffeyville and Greenwood Branch.

Irving Wynn, at Dermott, Ark., clears everything Pine Bluff to Wilmot, Ark., and Warren Branch.

I. C. Willey cuts out the crosses between Wilmot, Ark., and Alexandria, La., with headquarters at Mer Rouge, La.

H. Langford, Will Bowman and A. Prothro, extra repair gang, are helping I. Wynn near Dermott.

John Carmicheal, extra lineman, has been relieving T. L. Benedict at Gurdon for ten days.

LINEMEN'S LORE.

When the rain begins a falling,
And the dispatcher quits his calling,
And the wire chief begins to sine,
Then we know its trouble on the line.

The dispatcher keeps a trying,
And the wire chief begins a sighing,
For to him seems no other way
But to call the lineman out the "hay."

When the trains are all standing still,
And the message hooks begin to fill,
The "owl" upon the table sleeps
While the lineman through the darkness creeps.

He wades the water to his knees,
He climbs the poles with the greatest ease,
He mends the break, cuts out the ground,
And never stops till the trouble's found.

K. C. N. W. Division—

This Division may be lined up as follows:

The Kansas City Yard office is kept alive by E. B. Flynn on days, and J. E. White on nights.

H. C. Stewart has his hands full as agent and operator at Kansas City Fifth Street Station.

Bethol is held down by Jno. Fitzgerald as agent and operator, while the people as well as the members of the Order are satisfied to leave Thos. Hislop at Piper, where he fills the position of Local Chairman and does some station work and telegraphing on the side.

E. M. McCarty is the whole works at Menager Junction, holding down the table nights.

Basehor is represented by T. L. Colborn, agent and operator.

E. E. Heiser does similar duties at Tonganoxie. McLuth people transact their business with J. P. Herries, agent and operator.

The pay car is met by T. V. Edmonds, agent and operator, at Oskaloosa.

C. F. Renck signs up for the agent's and operator's check at Dunavant.

The trains crews get their orders from D. G. Carver at Valley Falls during the daytime, and James Fitzgerald fixes them up at nights.

W. I. Groff signs the balance sheets and train orders at Denison.

C. A. Leidy is the whole works at Birmingham.

The interests of the company are looked after by V. S. Becker at Holten, while L. D. Smythe keeps watch over night.

Circleville is maintained by A. L. Peterson, agent and operator.

M. G. Calvert does the dual act at Ontario.

The craft is represented at Bancroft by Geo. Whitecraft.

W. F. Burke is vested with the authority at Kelly.

J. H. Barron rules the premises at Axtell.

Springtime finds L. H. Harkness at Summerfield.

The books are kept in shape by L. G. Campbell at Bookwalter, Neb.

The semaphore arms are manipulated by A. W. Clark, at Armour.

S. N. Edmonds has a new office at Tate, Neb.

M. G. Simons takes care of the business at Virginia.

Geo. H. Johnson answers up at Wallula, Kan.

At Soldiers' Home, Thos. Ohern works when the sun is bright, while W. J. Getker works by candle light.

Between Wichita and Ft. Scott—

We clip the following from along this pike, which we are proud to say is nearly solid O. R. T. Ft. Scott ("FS") is handled days by Bros. Gallagher and Kayser, while Bro. Collier does the "owl act."

Bro. Downing, regular man, has been taking a few days' recreation, while Bro. Brooks, an old Wabash man off the block, was relieving him at Redfield.

Bro. Blackman is the whole works at Uniontown and is making a few 25-cent pieces overtime.

At Bronson we find Bro. Nance, and from the amount of ice we have been sending you, "MN," looks as though you are going to keep cool next summer.

Bro. Hurlock is the big doings at Moran. You are up against the real thing, "H," as the Katy has pretty good service.

Laharpe is kept alive by Mullen, agent, Graham, operator and cashier. It is no pension, as I put in about six weeks there myself doing heavy work for "CM."

Iola is handled by five different nations, Allison agent, Koch cashier, Hecox bill clerk, Edgerton car clerk, McKain operator. If you don't think we do business ask L. Powers, J. V. Reed and L. V. Huddleson, as these are the boys who relieved "MC" while he was off thirty days shaking hands with some of the boys. His time was limited. Sorry he could not see all.

Piqua, joint office of Mo. P. and Katy, operated by Bro. Vail, the largest man on the pike, and you will always find him ready for business on either road.

Yates Center is kept alive by Rupert agent, Bro. Friermood doing the day act, with Bro. Woods selling tickets and doing some telegraphing nights.

At Toronto Bro. Popkess seems to be pretty busy since the Santa Fe use scabs. Say, give them a black eye wherever you can.

Carney is doing the heavy work at Neal, and think he likes station work pretty well.

At Eureka we find Hale agent, with Miller pounding brass and doing cashier's work on the side. Would like to see you wearing an O. R. T. pin soon, "M."

Bro. Ives, agent and operator at Reece, while Miss Eaton does the "owl act."

At Rosalia Bro. Blosser is agent, operator and cow puncher, as I put in two weeks there last April. Glad to see you have operator during heavy cattle season.

Eldorado is kept alive by Plattner, chief dispatcher for McPherson Branch days; does some telegraphing on our line also. Bro. Abbott does the night trick.

Gage is agent and operator at Towanda, and "DS" lets him off pretty early of evenings.

Bailey is the whole cheese at Benton.

Schreaf pulls the strings at Greenwich.

R. C. McKain.

Arkansas Division—

J. D. Wilson, night operator at Hope, Ark., was off a few days recuperating at Little Rock. He was relieved by extra Opr. Coyle.

John Purkins, from "CF," Little Rock, is laying off and is at Hope on account of sickness of his folks.

C. S. Draper, from Texarkana, is now holding down Alexander, nights.

"UD," Little Rock, seems to be a very good place to play the game of "on agin—off agin." Since our last H. D. Bowles has returned to his old love, Gurdon nights. J. F. Burnett resumed work there for a few days, but is now back in "DS" office. C. M. Walser went back nights, but is now laying off and is visiting in Illinois, I understand. H. J. Wilson, the regular night man from Baring Cross, worked a few days. J. D. Wilson, from Hope, put in one night, and extra Opr. Coyle has also filled the chair nights.

We have a new man on third trick south, Mr. Harlan. Cannot say where he is from, but from the way he handles his key I would infer that he understood his business.

Mr. M. S. Halladay, for so long holding down the chief's chair, but lately holding down a trick in the Little Rock office, is now out of the service, much to the regret of his many friends among the telegraphers.

Extra Opr. Eli is relieving Wilson nights, at Baring Cross.

The many friends of Bro. William E. Casey, for several years operator at Prescott, Ark., will be glad to hear that the degree of Doctor of Medicine was conferred on him, together with a class of forty-eight on the evening of March 27th, by the faculty of the Beaumont Medical College of St. Louis, Mo. Bro. Casey has had a hard struggle of it. For the last four years he has attended the college and held down his position as operator at Prescott during vacations, he refusing to take up the practice until he was fully qualified to do so. The Division extends congratulations.

The steam shovel has been put on at Sidel Hill with an operator on duty. Do not know who is doing the act there.

K. C., S. W. Co., Grove Division—

J. A. Fritzler, who has been agent at Red Bridge for a few weeks, was promoted to the agency at Richland, Kan., on K. N. & D. Division, vice F. V. Gibson, resigned on account of having bought himself a farm in Southern Missouri, and will try that for a while. Extra Opr. J. W. Nelson gets Red Bridge regular.

Very few other changes. Business is good and all trainmen making good money.

Mr. J. M. Herbert, superintendent at Osawatimie, Kan., will leave on April 1st and go to St. Louis and assume his new position, that of general superintendent of the St. L., I. M. & S. Although Mr. Herbert has only been on this road a few months, he has made many friends and we congratulate him upon his promotion.

Local Chairman Whitechurch, day operator at Co Grove is on sick list and Night Opr. Adams is now working days, while Opr. Hadley, from Geneseo, is working nights. We all wish to see Bro. Whitechurch back soon.

CERT. 36.

C. B. U. P. Division, Prosser Branch—

P. W. Clark, at Juniata, is back at work after a lay-off of a couple of weeks on account of sickness. Bro. McCormick relieved him during his absence.

J. R. Barrett is still doing good work at Hastings. What's the matter, Jim, you can't come in with us. We will do you good.

At Pauline we find C. W. Mullenhour, and he says he thinks "UN" is all right. We are glad to note that he is an earnest O. R. T. boy.

L. McCormick is at Lawrence for a few days relieving McCallister. Try and bring in Mc. before you leave there.

H. A. Shuler is holding down Mt. Clare in same old manner. Says he enjoys the fresh air there, and also the society of the young ladies, too.

At Warwick we find C. H. Brooks, and he says he likes "AG" fine.

J. W. Werts is at Republic City now since Bro. Snide has gone to Jamestown. Bro. Werts came from Effingham, nites.

F. H. Dolson, at Scandia, is much pleased over the arrival of a brand new girl at his home. He says she is a whole-souled O. R. T. girl, too.

We find F. A. Carpenter at Norway. He has just of late united with us. A good step, Bro. Carpenter, and hope what few "nons" left will do likewise.

C. A. Merritt owns the north end of Prosser Branch, and is in apparent good order.

Superior, J. W. Bartlett, agent and operator. Mr. Bartlett is one of the oldest railroad telegraph operators in this part of the country, being

about 70 years of age, and his telegraph service dates from some time before the civil war. Mr. B. claims to be one of the first operators to receive by sound.

Greenleaf and West—

At Greenleaf R. L. Knight days, and R. R. Brogan nights, with H. P. Taylor, agent.

Linn J. N. Selby, agent and operator.

Palmer H. B. Baumberger, agent and operator.

Clifton T. A. Graham, agent and operator.

Clyde L. J. Banner, agent and operator.

Ames is looked after by S. T. Jacobs and son.

C. W. Linn is working first trick at Concordia, relieving J. A. Westrick, first trick dispatcher, who is seriously ill and has been unable to work since Christmas.

Jamestown Messrs. W. A. Wildberger, operator, and W. Snider, agent.

Scottsville S. E. Tolliver, agent and operator.

Beloit E. B. Dobyns, day operator, N. W. Marsh, agent.

Glen Elder J. M. Daily, agent and operator.

Cawker C. L. Hewett, agent and operator.

W. F. Randolph, from St. Louis, has been appointed agent at Downs in place of G. M. Wilson, resigned. H. M. Dickard, operator day and night.

Portis Mrs. Emma Nye, agent and operator.

Gaylord W. C. Cullom, agent and operator, was relieved for a couple of days to attend court on company business, being relieved by Mr. Tichenor, from Sedalia.

Cedar C. O. Riggins, agent and operator.

Kirwin W. E. Fallas, agent and operator.

Marvin E. P. King, agent and operator.

Logan G. M. Williams, agent and operator.

Edmond N. Smith, agent and operator.

Lenora A. G. Smith, agent and operator.

Osborne M. M. Riggins, agent and operator.

Alton L. A. Taber has been appointed agent and operator, relieving W. J. Houlihan. Mr. Houlihan relieved G. W. Bailey, who has been agent at that place for several years. We have not heard what has become of Bro. Bailey.

Woodston H. L. Triplett, agent and operator.

Stockton E. E. Bales, agent and operator.

Burr Oak Branch

Randall S. H. Farrar, agent and operator.

Jewell City A. V. Sandborn, agent and operator.

Mankato J. B. Banham makes life a burden for the competing line agents.

Burr Oak W. A. Strong, one of the old standbys, combines all the officials of a terminal station into one and handles them to the satisfaction of everybody.

There has been a healthy increase in membership on this Division, thanks to the work of R. C. Clapp and our Local Chairman. There are fewer "nons" than for years. There are still too many, however, and every individual member should exert himself to persuade the remaining "nons" to join us. With compliments of the Division.

Div. Com.

Canadian Pacific Railway.

Brandon Section—

Here's a few words about this wild and wooly Division, if you will accept them from a new arrival, whose eyes have grown dim with gazing over the pages of THE TELEGRAPHER in search of a few words from some brother in regards our Division, yet have seen nothing.

I cannot see why some of the older members who are well posted don't say a few words occasionally to keep the boys interested. On our Division there are over a hundred agents and operators, and there is no reason why we should not hear from this Division every month or so.

Now as I am only a new member and not acquainted with the brothers on the different branches I cannot speak for them, but will say a few words about the boys on the main line to start the ball rolling, hoping to hear from some older and better posted member next time.

Commencing with dispatcher's office at Winnipeg "C," we have the old reliable E. B. F. working first trick. His sending is the pride of the Division, and he always has a pleasant word for everybody. Second trick is held down by our worthy bro. Fergie, who always has an eye to business and keeps the wires hot. We find Bro. Farewell doing the grand on third trick slinging lightning, getting out 9's and keeping the "owls" awake.

Bros. Barnes and Todd issue 9's and take the "OS" on the branches. Both are diligent workers for the Order. While Oprs. Chapman and Duncan and Bro. Trump make short work of "RS" "biz" on the Duplex. Understand the two former men are not in line yet, but have promised to do so in the near future.

At the yard office, "VD" you will always be greeted with a pleasant smile and glad hand by the old war horse, Bro. Egan. Night man is a stranger.

Next is "RO," Rosser, held by Bro. Ham, but no ham regards pounding brass. He's all right and holds an up-to-date card.

At "QU," Marquette, we find busy Bro. King Billing sealing cars and hustling baggage. He can also hold his own at the key.

"RB," Reaburn, is held by Bro. Hogg, an up-to-date card man. No bulls to found there.

"OA," Poplar Point, is held by Bro. Bigelow. He is one of the boys and always a hearty shake hands for visiting members.

Bro. Sutherland is found at "HI," the Bluff. His pleasant smile and winning ways are noticeable to everybody, especially the fair sex.

Journeying still further westward we come to the notorious town of "F," Portage La Prairie, lately called Whiskerville. This is no doubt the busiest point on the Division, having lines of three railways running into it, and a perfect sweat box for trainmen, more especially groncers. They

claim it cannot be beaten for lengthy switch lists and pref cars. Days is held down by Bro. Ellerton as operator and ticket agent, who hasn't time to change his mind, but gets there just the same. Bro. Lennant does the "owl act" and says the cushions at "F" are softer than the bench at "AU."

At "BS" is to be seen Mr. Fox holding down his trick like the good old veteran he is.

"GA," Bagot, is also manned by a very competent member, Bro. Whit.

At "GO," McGregor, you find Bro. Giffin holding down one of the Bluff. Busiest nests on this Section. That new branch makes lots of extra work, eh, brother, but glad to see you're equal to the occasion.

Then at "AU," Austin, the foot of the hill, we find a most worthy member in Mr. Geo. Fraser. He has his troubles, too, with lots of night calls from trains doubling the hill. Since his "owl" has took his flight George says mountain air does not agree with him and that there's no place like home.

Mr. Leblan holds the hill, "NY," Sidney, and has his share of night calls also. I don't think moving out of Station helped matters much, eh, "Toney."

Next comes the flourishing town of "RY," Carberry, Mr. Stickle agent, with Bro. J. Charlton as operator. It's rumored jack is soon to have a housekeeper. Success, Jack.

"SW," Sewell, is held by Bro. Kellett. He's always ready with the glad hand and a cheering word for any brother that happens to call.

Bro. Thompson holds down "DG," Douglas. Mr. Thompson is a very popular brother, and one who understands his "biz."

At "CH," Charter, we find Bro. McLaren, a most earnest worker on the committee, and one who always sticks up for our rights.

"DI," Brandon, commonly called "Sleepy Town," is the end of the Division. Days is manned by a very loyal brother, Mr. Milner, late night operator from Whiskerville, while night is held down by a new arrival from the Crow's Nest Section, Bro. Bënnest.

Now regarding the student question, I would like to say a few words. Each member of the Order understands it is strictly against the rules to teach telegraphy and am sorry to say that this rule is disregarded quite frequently on this Division by members of the Order. But if they would give this important question a little more serious thought and see that they are only cutting their own throats I have no doubt but that they would act differently. I propose that this item be taken up by proper authorities and any member found teaching a student without permission from the committee must forfeit his membership. Amen. Will now put plug in and cut out for night.

Yours in S. O. & D.,

SPIKE.

It seems a little thing to do
To give the news on O. & Q.,
But many scribes have tried and failed
Before this little rhyme is mailed.

There's news that's new and news that's stale,
There's rumors flying like a gale,
But what's required by all the boys
Is news that's crisp with little noise.

You will not need to use your specks
I know, to see some grave defects,
And if you do not spurn this rhyme
I'll try again some other time.

So first we'll look at Agincourt,
Where Andy's at the tennis court,
His office work's so heavy there
He fain would seek the open air.

The next in line is Locust Hill,
Where Chairman Robert wields the quill;
It's fine to see his eager face
When driving in the pony race.

He says he's always out of breath
Because he's nearly worked to death;
I fear that Bob's inclined to shirk,
For Bro. Cook does all the work.

At Claremont I expect the news
Is vested now in Bro. Hughes;
He struggles hard each night to keep
From walking barefoot in his sleep.

To Myrtle next we take our flight,
Where Frank snores hard at dead of night,
Where breezes blow with sand and snow
And Armstrong flitting to and fro.

We travel on through slumps and sand
To Burkleton and the height of land;
From here you view the scenery o'er
And Simpson solid to the core.

He plods away, week in week out,
All by his lonesome, do not doubt;
Long may he reign in peace or war
To labor for the C. P. R.

At Pontypool we've Anderson,
Who's always working on the run;
He's looking for promotion soon,
It may transpire most any moon.

At Manvers next down in the bush
The agent is unknown to us,
But Tom McCormack works at night,
A man who always does what's right.

Then traveling farther down the hill
We make a call at Cavanville,
Where Johnson grabs his extra "V,"
But will not join the O. R. T.

To me it seems unmanly, sure,
To pocket all just like a Boer,
And not contribute to the cost
For fear the job to him is lost.

At Peterboro next we stand,
A thriving town with buildings grand,
Where Bamford and the company
Both feel the same for O. R. T.

But Bros. Mac and Ashby Mate
Can show a card that's up to date;
Long may they reign to wield the pen,
And both be classed with solid men.

There's Indian River on the way,
With "Shorty" working every day;
He's up to many kinds of tricks,
And only measures four feet six.

He is not noted for his size,
But mischief dances from his eyes;
I must not fail to say before
I pass along his name's Minore.

And traveling down through Norwood's vale
We find friend Neikel looking pale;
The trainmen roast him all they can
Because he's not an Order man.

But Bro. Robbins, working owl,
Keeps pounding brass without a scowl;
He's married now and all seems bright
And eats his lunch at dead of night.

At Havelock next we stop for tea,
Where freight crews change and all agree
That Atkinson's the day man bold,
With Thompson working nights for gold.

When we have filled the inner man
We get aboard as best we can;
At "CO" Junction make a call
And find Pete dressing up a doll.

There's Weaver nights, and Backus days,
Who're never very hard to raise;
They all have quite a lively race
To wash up Harry's dirty face.

For Ivanhoe we make a dash,
Where Timmerman collects the cash,
While night man Jenkins goes to feed,
We glide along and stop at Tweed.

It's here they have much work to do
By day man "Linger Longer Lou";
Owl Murphy bets, we think he wins,
Minore and Barnes are Siamese twins.

Dear Perham, now it's time to stop
Ere correspondence takes a drop;
Some future time complete the run
And sign myself

SIX SIXTY-ONE.

Cascade and Thompson Sections—

Very sorry my friend on the Shuswap Section saw fit to hit me on the "non" question. I had little or no information to work upon, and when asked to play "scribe" for the boys I only did so to try and keep things rolling. I have no list now, but can very easily pick out a "non." There are only two on these sections and very sorry to say that they will not come in.

We have lost our genial and warm-hearted superintendent, Mr. Downie, who goes to the Kootenay Division. The following circular was issued, and no doubt appreciated by all, as it shows there were "soft spots" for the employees on his circuit:

VANCOUVER, March 1, 1901.

To the Employees Cascade and Thompson Sections:

In taking my departure from the Cascade and Thompson Sections I regret that I am unable to see each employee personally to bid him good-bye.

I take this means, therefore, to thank all those in the department lately presided over by me for their unswerving loyalty to, and zeal in the interests of, the company and for the prompt and efficient manner in which my instructions have invariably been carried out. I also sincerely thank them for the courteous treatment accorded me on all occasions during the past fourteen years.

Wishing each employee every prosperity, believe me,

Faithfully yours,

WM. DOWNIE.

Bro. Goulett, at Kamloops, presided at a social on March 18th. That was a good "Green" you wore. Who is that young, energetic man who gets round about midnight and sends a "Bulletin" to "B" at "RN"? It's very amusing to hear him. He says he can sing "Hog, Sweet Hog"!

At Savona Bro. Ogle is getting his flower beds ready. The grasshoppers will have another bountiful harvest this year if you put in sweet peas. The mignonette was very fragrant. Better let Mrs. Ogle run the horticultural department now. No doubt she will have a good display of "Morning Glories."

Bro. Maxwell, at Spence's Bridge, still on the buz. Bro. Thorn gone to North Bend. "Mr." Brewster, from the freight department, Kamloops, is taking his position. Round that man up, "Billy." MacHaffie will send up his goat from "B."

Steam Shovel 3,961 opened up at Gladwin, with Bro. Greer operator, but has quit, and rumor has it he has gone up North as far as the White Pass Railway. Good luck to you. Mr. Clark, son of Bro. Clark, at Lytton, now runs the depot and pit. Look out, Mr. Clark, we want to whisper that little word "Brother" in your ear.

Bro. Clark, at "N.Y.," still hanging on to Boulders. There can't be many left. Sorry to hear your health ain't what it should be, but the weather will be all right soon, and hope to see you keeping time to Frank Stevenson's orchestra.

Bro. Whitley is putting in his time getting ready for sweet peas, etc. See how nice you can do it.

At "B," Bro. MacHaffie looks natural and everything in good shape. How about the dance the other night, Mac? Looks at good music. Did Bro. Thorn tell you about "Bob's" story that evening? Better look out, old boy.

Spuzzum is getting on her spring garb and the Seivashes are out on the extra gangs and Bro. Potter trying to clear up the garden.

At Yale, Bro. Cottrell busy as usual; not much of a garden there, Bro. "C."

Bro. Manley holds on to Hope and keeps the wire warm nights. How is that gal?

Haven't heard or seen Bro. Hayden at "S" for some time. Seemed to be up in arms the last time I spoke to him. Sorry if I interrupted your conversation, "H."

At Harrison, Bro. Woods smiling and happy keeping his "new spur" clear. Any fish there yet, Jim?

Bro. Shook is working nights at Mission Junction again. Glad to hear you are on your feet again, Frank.

At Hammond, Bro. Oliver keeping the woud pile straight and having his farm cleared up. They are going to give you a new fruit shed, "O," which will improve the looks of your back yard.

At Hammond Pit, "J" shovel 3962, with the "Emigrant," "Scot" Allan as operator working nights. Getting his fishing tackle ready for Black Canyon.

Bros. Rowland and Sutherland are at Westminster Junction, the latter just recovering from la grippe, but I heard he went to a dance the other night. One gal wasn't enough. "Look out, Suth."

At Vancouver, no change in staff and everyone of the "big uns" drawing their salaries regularly on the 15th. I hear that Mr. Evan Goodfellow, son of our chief dispatcher, has accepted a position on the government telegraph line up North, probably Atlin or Dawson, but wish him good luck. There seems to be a craze among operators to go up there where you can eat "canned snow balls" on the fourth of July and "sit on an iceberg and drink cod liver cocktails" on the first of August. I will conclude, hoping Mr. Beasley, our new superintendent, will come along some day and give "us" a shake and smile.

CERT. 1291.

Mountain & Shuswap Sections—

Bro. Gainport, of Stralheona's Horse, has decided to stay in South Africa and has joined Howard's Scouts.

Bro. H. Dier, "RS" operator at Revelstoke, is reported to have resigned, and is now working as commercial operator in the Parliament buildings at Ottawa.

Bro. Slender Oakley is in great distress because some other fellow between Ft. William and Winnipeg signs himself "Slim." Oakley considers him-

self entitled to this "handle" because he is absolutely unable to make a shadow. He has, therefore, decided to change his name and hereafter wishes to be known as "Spike" Oakley.

Bro. Foley, agent at Field, is away on a vacation, relieved by Bro. D. McManus.

Some complaint is being made that engineers when stopped by semaphores at yard limits frequently blow out the semaphore lights by their reckless whistling. Bro. Jelly, at Sicamous Junction, states that a short while ago an engineer whose train was stopped by semaphore signal, blew his whistle so hard that it put out the semaphore light. Bro. Jelly had to walk a mile to relight the signal and lost considerable sleep in consequence. Engineers should be more careful.

Genial Joe McCreery, agent at Arrowhead, has resigned to accept wharf superintendency at Victoria. Mc has a host of friends, and their best wishes go with him to his new position. Bro. Donovan, agent Enderby, has been promoted to be agent at Arrowhead.

Bro. A. W. Sharp has been appointed agent at Enderby.

An operator named Davis from Medicine Hat, has been appointed operator at Revelstoke to succeed Bro. Sharp.

Bro. Spike Oakley has been transferred to Sicamous Junction as lineman, relieving Bro. Phillips, who returns to his old position at Kamloops. Mr. Harvey Giffen succeeds "Spike" as battery man at Donald.

It will be summertime by and by and it is not too early to bring to the attention of our very efficient local committee the desirability of making some arrangements with the superintendent in reference to Sunday duty. An immense amount of work is performed by work trains on Sunday in this Division during the summer. Whether this work can be controlled or not I do not know, but I do know that it is not necessary for every man to be on duty all day every Sunday. Some arrangement could be made so that every other man alternately could have Sundays to themselves, handling only the passenger trains. If the dispatcher considered it necessary for a man to be on hand on the Sunday to which he was entitled, of course he would have to do so and could not claim any extra pay for it under our present schedule. While it is obvious that this arrangement could not be carried out with absolute regularity, subject as it must be to the requirements of the service, I have every reason to believe that a large amount of Sunday leisure could be secured to us. It is my opinion that this arrangement could be negotiated with our division superintendent, who always has been very reasonable in his conferences with us. There are only a few stations at which such an arrangement could not be worked.

CERT. 744.

M. & B. Section--

How the boys stand on the M. & B. Section: Bro. McLeod, we meet first at Sebovis, Maine, And at Lake View (always willing) old Bro. Kane. The dispatchers come next at the terminal point, Three are strong O. R. T. and they run a swift joint.

There's Howard and Merriman, and McCluskey relief,

And poor D. H. R., our swell little chief.

At Onawa Bro. H. McLeod still holds the key, I "13" his night man is one of the free.

Greenville Junction comes next, Bro. Howard working days;

I wonder what has become of old Dennis Hayes? At Moosehead Bro. Hacking still answers the bell, His night man, Bro. Irish, has eloped with old Nell.

Bro. DeWitt, at Jackman, is relieving in line, While poor Bro. Johnson is doing some time.

At Holeb Bro. Potter still answers the call, And swears the "old lady" is sweetest of all.

At Lowelltown Bro. (Kid) Brownell throws the lightning by day;

Bro. Harris at night has very little to say.

Mr. Finn, the agent, keeps the customs in line, As it's growing quite dark I'll end my short rhyme. LOCKY.

M. & B. Section

I looked in vain in the March issue of THE TELEGRAPHER, but failed to find anything from this end of the pike. Is it possible that so few of our readers on the M. & B. and St. John Sections can spare the time to write a few lines to our noble journal? We are very strong at present on this section, in fact, all over the Atlantic Division, but there is still chance for improvement. We must first get the few lingering "nons" into line. There are quite a number I notice come here only for a few months each year, and as they are not sure of remaining with us only during the busiest part of the season they generally have a good excuse to offer for not joining us.

I wonder if we were receiving the same wages for our services as before we obtained our present schedule, if these few "nons" would be so anxious to come our way during the cold weather. I am inclined to believe they would seek a warmer climate.

As I said before, there is chance for improvement. Our present schedule is a grand thing, but there are a few changes that should be made.

I am quite sure we could be relieved of Sunday work more during the summer months. Of course, at present it is not expected, but if we are to better the condition of affairs, brothers, we must be up and doing or we may see our mistake when it is too late.

Would be pleased to hear from some of the brothers who have taken this matter into consideration.

Yours in S. O. & D.,

CERT. 1252.

At a fraternal meeting Toronto, Havelock and Smith's Falls Sections members System Division No. 7, O. R. T., held in Smith's Falls, March 20th, 1901, the following resolutions were submitted and unanimously adopted:

IN MEMORIAM.

WHEREAS, It has pleased God in His Divine wisdom to remove from our midst, Bro. G. Lumsden, Chief Engineer, Local Lodge, B. of L. E.; and

WHEREAS, The intimate relation held with him makes it eminently befitting that we record our appreciation of him; therefore, be it

Resolved, That the removal of such a life from among us leaves a vacancy and a shadow that we will deeply realize;

Resolved, That we tenderly console with the bereaved family of the deceased in this dispensation of Divine Providence;

Resolved, That our sympathy be expressed to the B. of L. E. for their loss; and be it further

Resolved, That a copy of these resolutions be forwarded to the family of Bro. Lumsden and to the B. of L. E. Local Lodge, and a copy be furnished for publication in THE TELEGRAPHER.

J. D. SULLIVAN,
R. J. GREEN,
W. G. REABURN,
Committee.

Andover, Ohio, Div. No. 36.

NOTICE.

To All Members Division No. 36—

Bro. E. H. Rood, Andover, Ohio, succeeds Bro. T. D. Dellmin as Secretary and Treasurer of Division 36, the latter having resigned. All remittances and correspondence should be addressed to E. H. Rood, Andover, O.

Yours fraternally,

G. F. WOLCOTT.,
Chief Telegrapher.

Baltimore, Div. No. 17.

The regular meeting held March 15th was called to order at 8:30 p. m., by the Chief Telegrapher, all the officers being present excepting the Second Assistant Chief, Bro. Latchford, who being on duty, Bro. Kroust was appointed to fill the chair. The regular order of business was gone through with, after which a number of interesting talks were heard upon the good of the Order. The Sunday meeting was taken up and was decided that we hold a meeting on Sunday, April 14th, and the Secretary to notify all members as to the time and place. It being the desire that a special effort be made to attend this meeting the members who by reason of being on night duty should avail themselves of this opportunity to attend a Division meeting. Come out and help to make it the success it deserves.

The circular letter to all operators of the N. C. R. should cause each and every one who received the copy to stop, think and act upon the important matter at once.

Div. Cor.

Macon, Div. No. 75.

Southwestern Division C. of Ga. Ry.—

It's been so long since the Southwestern has been heard from I suppose a good many of the boys think we are all dead or gone "scabby" over here, but we are still here, wide awake, and with a good majority of O. R. T. men, and that majority is on a steady increase.

Here's a list of us as near as I have been able to get it:

At Macon, Dispatchers Dowel first, Davis second, and clever G. E. Williams doing the third trick act. In this office we also find E. P. McLane, C. M. Breedlove and J. H. Story days, with Bro. Lew Avril keeping the wires warm at night. All cracker-jack good operators. On the second division we find Mr. F. P. Ayers first, W. O. Harris second and T. C. Barger on third dispatchers. All the above are red-hot Order men, and the "non" who goes up against "RA" returns home a member, or minus half a dozen arms and legs.

At Macon Junction, Bro. Hightower days, and Bro. Mosely nights. Woe be unto the "ham" who attempts to practice on any of the wires that run into "MD."

At Byron, Sister C. E. Mulkey agent, with Clemons, another brother, doing the "OS" act nights. "NS" don't look so well since "Brown eyes" has moved to the country.

At Powersville, Jennings now holds things down to a finish.

Bro. Quinn says the girls will fight over him, but he still holds things down days at Fort Valley, with Wesson doing the night act.

At Marshalville we find C. H. Bell agent and operator.

At Montezuma, Oden days, and Tomlinson nights.

At Andersonville Miss M. Callen writes shorthand when business is dull.

At Americus Flinn days, with J. R. Thompson nights.

At Smithville W. H. Wells days, with A. A. Henderson nights.

Johnson at Dawson, Sears at Shellman, Farish at Cuthbert and Miss Moore at Hatcher, keep things well oiled and running smoothly.

J. W. Norton at Eaufula, Miss S. E. Moore at Comer, E. V. Jones at Midway, Paschall days and Cranford nights at Union Springs, Miss Maund at Thompson, W. J. Hand at Fitzpatrick, Dunn at Mathews and C. C. Moore at Pikeroad, keep things on the double shuffle.

At Montgomery we find Taylor days, and an unknown at night. Speak up, old man, you are the proper stuff and we want to know you.

At Reynolds E. H. Hodges agent, and Mrs. H. at night.

McCrary at Butler, J. S. Brown at Howard and E. T. Moore at Bostick.

Miss C. E. Brown, who tells the boys "25," is now agent at Geneva, with Tamplin, who wakes up and says "OS" occasionally at night.

Sporman at Juniper, and Jackson at Upatoi.

Clark, who has recently gone to Perry, is the proper people.

Hodgens officiates at Leesburg, while Flint and the famous Bud Atkisson days, and Tatum nights, hold Albany down to a settled finish.

Dean at Leary, Monroe at Williamsburg, Stanley at Arlington, Perry at Blakely, Miss C. L. Moore at Hilton, Woolfolk at Columbia, Hammond at Dothan, Quillin at Hartford, Ellis at Bellwood, Tatum at Chancellors, Baldwin at Coffee Springs, and J. W. Jackson at Sellersville, make the extension hard to beat.

At Coleman we find E. B. Fields, and W. A. Graham at Fort Gaines. Stokes at Clayton, Pinkston at Louisville, Hall at Clio, R. S. Woolfolk at Charlton, and Lankford at Ozark, finish the list with a warm push.

I hope some more competent member will tackle this next time. We ought to have a good write-up often; it stirs up the "nons" more than anything that I know of. Remember "Eternal Vigilance is the price of all success," and keep right on working for our cause. When you come across a "non," bring him in the Order or kill him in several places.

CERT. 292.

New York, Div. No. 44.

Long Island R. R. Notes—

George Buckingham, the duke, has accepted a position with the Atlantic City Railroad Co. at Philadelphia, Pa.

We made a wise selection in F. M. Capach for Chairman of the Committee of Arrangements for our first annual ball. Bro. Capach accepted the appointment with the knowledge that the responsibility of the outcome of this, our first venture, rested upon the committee. His undertaking was well accomplished and for his recognition we will be ever ready to refer to our records.

It is said that Bro. L. I. Bast, at Glendale tower days, has the most convenient and coziest job on the pike.

Bro. Alvah Bailey tips the beam at 252 and is still growing. There is an awful rumor afloat, but as it could not be verified we decided not to divulge anything owing to the strenuousness of the New York libel laws.

Bro. D. G. Rogers, late Assistant General Chairman of the Southern California R. R., is now engaged as an organizer and assigned to this Division. He will give us his undivided attention and perseveringly endeavor to bring every non-member to our fold.

An invitation has been extended to President M. M. Dolphin to lead the grand march at our

ball. His letter of acceptance is as yet not at hand.

Bro. T. R. Higgins, who for some time has traveled with the swallows, will undoubtedly return to this locality when the latter nest again. Thomas, we are anxious to greet you.

Bro. O. A. Eaman, of Montreal System Div. No. 1, is with us to gain fame and fortune in the East.

Bro. W. H. Clark, formerly agent at Richmond Hill, is at present employed in the tower service of the B. & O. R. R. at Sand Patch, Pa. Don't it sound rural.

Bro. W. E. Demarest, on the 6th inst., traveled over 100 miles in order to be initiated into the mysteries of our organization. Bro. Demarest is at present employed by the C. of N. J., at Mauch Chunk, Pa.

Bro. J. C. Eby has resigned his position as agent at Mastic.

The initiation of candidates at our meeting on the 6th inst. was creditably conducted by Grand Vizer W. E. McAndrews and our able officers.

Reed D. Elmendorf, the genial towerman at Hopedale nights, expressed his unmistakable dis-sension towards capital punishment. He believes that Mark Hanna ought to be induced to make it a national issue.

Bro. Joseph Keenan is acquainted with many of the fair ones at "195," and often asks for a loop so that he can pour his coquettish and shy remarks into their shell-like ears. We must admit that we envy Bro. Keenan to a great extent, but then there is such a brotherly instinct from which we cannot deviate and we must call his timely attention to those iron-clad laws in the penal code—well, they don't apply as yet; at any rate be careful how you handle those dear girls.

Bro. W. S. Peacock, of Bridge Hampton, has within the past few months turned aside four applications from would-be students. The success of our organization depends upon such true brothers who will not violate their obligations for personal gain.

In looking over our roster we note the names of a few who are still in arrears with their dues for this term, but thinking it is an oversight, prompts us to make another appeal to all those who are thus concerned. The affairs of our Division are most encouraging and we are enrolling many new names. Your dues are \$4; send them to H. E. Regensburg, Secretary and Treasurer, Long Island City, N. Y.

It is whispered that the name of Bro. T. J. Stack, our turfite, will appear conspicuously in the racing news this coming season. It is not known whether some prominent owner will name a two-year-old after him or whether he intends to pose as a bookmaker. Over the latter he has enjoyed many sweet and fanciful slumbers.

Presuming that this issue of THE TELEGRAPHER will reach our members before the event of our first annual ball, which will be held in New Eckford Hall, Eckford and Calyer streets, Greenpoint, Borough of Brooklyn, on Tuesday evening,

April 16, we will again urge each and every member to be present and help to make it a great success. The Committee of Arrangements have completed their task with much credit. Bro. Wm. E. McAndrews will act as master of ceremonies, with Bro. J. H. Dooley as his assistant. Don't fail to attend and enjoy the company of your many fellow members and operators.

Bro. D. J. Deasy, Jr., our Division Correspondent, is enjoying a well-earned vacation among relatives and friends.

Bro. T. F. Noon has been attending our night and day meetings of late. How well it would be if a great number of the boys would manifest one-half that interest in our business transactions.

Will not some of our members help to contribute to our monthly budget of news? Wake up from your slumbers.

Bro. Chas. Umstat, the smiling relief towerman, is getting remarkably stout. We are unable to attribute the cause at this time.

Sister Irene M. Webb is still holding forth as operator at Patchogue. Wonder if Miss Irene will attend our ball.

Bro. J. V. Luckett is now employed on the Sixth Avenue Division of the Manhattan Elevated Railroad.

A. J. Mauran, of Oakdale, is one of our new members.

W. E. Sprague, night operator at Babylon, is one of the latest to join our ranks.

J. E. Howe, night towerman at Jamaica Block, has also joined our ranks.

Arthur Best, now operator at Berlin Siding, has enjoyed a few lucrative promotions the past year. Bro. Best is competent and deserving of his timely elevation. It seems as if his remark at a recent meeting was well founded, notwithstanding that Bro. Dolphin was of a reverse opinion.

Every night man that will attend our day meetings regular for three months in succession will be presented with a box of fine hand-made Havana cigars.

Div. Cor.

W. & L. E. System, Div. No. 55.

It has been a long time since our little band has been represented in THE TELEGRAPHER, so I will try to give you some slight idea of how things are moving with us at the present time.

We are all up and doing on the East End. All are taking an interest in getting together and making the Toledo Division the banner one of the system.

Quite a few of the boys have left the road since we last saw anything in THE TELEGRAPHER from this road.

I will not attempt to place any of the boys on the West End. Will just say that they are wide awake and doing business at the old stands in the majority of cases. On the East End we have about twenty-four to twenty-five members and more coming in every day. We will be solidly organized by the first of April if we just keep on.

At Navarre we have Bros. Snyder, Warren, Kessler, Girt and Eckrode.

Boliver, Bro. Peoples holds down the agent's chair and looks out for the company's interests.

Valley Junction, Jim Homan does the necessary baggage smashing and the other little acts in the circus that an agent has to go through, at a red-hot agency.

Somerdale we find Bro. J. H. Hanes, all alone now in his glory, his night man having been taken off.

New Cumberland, Bro. Orris Singer looks pleasant at the ticket window.

Big jump now to Jewett, where we find Bro. Leroy Haines days. Don't recall the night man's name, but he is outside the fold.

Odena, Bros. Parlett and Carr.

Long Run, Roy Smith. We have his papers in our hands now. He is "O. K."

Dillonvale we have a good one.

Pine Valley, two brothers up to date.

Warrenton, Bro. Ream holds down the agent's chair. What is wrong, Ream? Why not come out of that day dream and be working. Mr. Clements, his night man, is looked on as a sure victim before long.

At Mingo Junction we have Bro. Geo. Winter right up to date.

At Terminal Junction we find Bro. Miller doing the day work as operator, with Keith at night, and Gillette as agent.

Bro. Fred Hess hands out the tickets for the Wheeling at Wheeling, and is one of the boys who are always glad to see you if your card is right.

We have several applications from other men on this end now in our hands, but as they have requested that we keep it quiet for a while we will do so.

Bro. Haines, at Jewett, had quite an experience recently, as the following clipped from the Steubenville Herald will explain:

"The hearing of L. G. Haines, of Jewett, agent for the Pacific Express Company at that point, on a charge of accepting orders for goods and sending the same in letters as express packages without properly stamping the same, was completed before United States Commissioner R. G. Richards last evening and resulted in the discharge of Mr. Haines.

"In rendering his decision Commissioner Richards held that the sections of the Revised Statutes of the United States, 3,982 and 3,985, under which the charge against the defendant was made, did not cover the case. The former section provides against the establishing or providing for the conveyance of letters by private express, and the latter section refers only to the owners of the conveyance, car or other vehicle used for the carrying of such packages as are in violation of the statute and makes the driver, conductor, master or other person having charge of the car or conveyance liable. And as the defendant was a mere local agent at Jewett whose business it was

to receive those orders from the customers of the company, he was not liable.

"It is altogether likely that the matter will again be taken up in another way by the government.

"Assistant District Attorney Moullinier, of Cincinnati, was here to represent the government, and Inspector Craighead made the affidavit. Supt. Newhall, of the Pacific Express Co., and several of the express agents were present at the hearing."

In conclusion we will say that everything is moving right off in good shape on this Division. We will have everything arranged to have items from the whole road in the next journal. So you may look to hear from all your friends.

CERT. 40.

St. Louis & San Francisco Ry.

Texas Division—

Owing to the fact that we have no regular correspondent it is very seldom that anything comes out in our journal from the Texas Division of the Frisco, and if the brothers will make all allowance for my first attempt I will endeavor to show how we stand.

First stop, Purdy, Mo., Bro. Logan.

Exeter, Bro. Bashe.

Seligman, Mr. Patterson agent, late of "KX" office. Don't know night man.

Bro. Ellett holds forth at Rogers.

Springdale, Mr. Bennett.

Fayetteville, Mr. McNair days, Joe Henson nights. Joe is an old member, but has been compelled to drop out on account of sickness, but is to be with us again soon.

West Fork, Mr. Oldham, once a brother, but can't say why he fell out.

Winslow, Solid. Bro. Winn days, Bro. Williams nights.

Chester, Mr. Catlin.

Rudy, might better skip it—student.

Van Buren, two good brothers, Bro. Young days, and Bro. "X" nights. Bro. "X" divides his time between pounding brass and whispering confidentially "tru the fone" to the girl at central. Claims it's the weather under discussion.

Fort Smith, "KX" office, Mr. Ed Durlin days, Mr. Campbell nights. "RM" is "OK," and will be with us next pay day.

Bonanza, Bro. Russell.

Will have to skip Jensen; don't know who they are.

Poteau, Bro. Welborn agent, Bro. Donaldson operator.

Wister, Mr. Nolley days, Bro. Grace nights. Understand "NY" is slated for next pay day.

Bengal, Bro. Field agent. Also a good brother at night; don't know his name.

Tuskahoma, Mr. Murray; may be a brother; don't know.

Kosoma, Mr. Mitchell, agent.

Antlers, Bro. Francis, agent, Bro. Campbell nights. Bro. Campbell is recently from the M. & O. and brother to "RM."

Our old reliable Bro. W. S. Cloud, formerly agent at Antlers, has left the service. He was always ready to assist in time of trouble and a friend to all. He will be greatly missed.

Goodland, Bro. Jones, transferred from K. C. Division. Bro. Fulton, lately resigned at Goodland, will return to his home in Illinois.

Arthur City, Texas, Bro. Green, one of our best.

Paris, Bro. Pearce days, an all-round good fellow. Mr. Maxwell nights.

Brothers, there are a few missing links in the chain on the Texas Division. If every brother would take it upon himself to write these men we might make a better showing. We all know where they are. Many of them are enjoying the benefits of our schedule, overtime, etc., but unable to see the good of organization. We have an organizer, Bro. Kalaher, on the Division now and with his help we hope to make this Division the banner one of the system.

Before I cut out I wish to remind the members of this Division that we are in a position to push the boycott on the "Scab Route" to a fare-you-well, and thus assist our brothers who received unfair treatment at their hands. All bear in mind that since the strike we are not in the "biz" to "Remember the Maine," but to "Remember the Sante Fe." "73." A BROTHER.

Bessemer & Lake Erie Ry.

At Conneaut Harbor we find Bro. Trusdell plugging away as usual.

Bro. Smith of Conneaut Arch we "13" is making frequent trips to Dunkirk. Will say it would be more profitable for the O. R. T. if he would take that razor and run spooks down to our next meeting, for he has been an ex. long enough.

At Wallace Junction we find Messrs. Beatty and Brown. We live in hopes of having them with us before many moons.

At Cranesville Bro. Waddell looms up as smiling as ever. "RO," why don't you get after those "nons" on the Conneaut Branch. They are all an intelligent lot of young men and we need them in our Order. Go right after them as if you meant "biz." If at first you don't succeed, try, try again.

Bro. Sloan is now at Springboro nights.

In Greenville there are three dispatchers, two copyers and two side wire men. At Greenville shops two operators. North End Shenango yard, two operators, and at South End Shenango yard three operators, and of all these knights of the key Bro. Eastlake, at Greenville shops nights, is the only O. R. T. man.

At Kremis we find Mr. Cole and Mr. Baker.

In Bro. Raub, of Fredonia, we find a good Order man and hustler for System Division 5, if he does not always attend our meetings.

At Mercen Tank we find a "non" in Opr. O'Brien. Don't know about Scott, but we hope he wears a button.

Bro. Sivernmore, of Mercer, was too busy to attend our last meeting. Hope he will be more fortunate next time.

We find a good Order man in Bro. Wheeler at Pardoe.

Bro. C. G. Grove, ticket clerk at Meadville, is doing lots of work, but holds his own.

Bro. Emery, of same city, is looking well, also, we are pleased to say.

Bro. Fleeger, at Springboro, we "13," has been on sick list, but is able to be around again at this writing.

Bro. Butler, of Division 52, night man at Albion, is a good Order man and we would be pleased to see his transfer card if he chose to place it. However, he is all right, anyway.

Bro. Crouch, of Meadville Junction, says he is happy now, for the last flock of mosquitoes left last week. Enjoy your happiness while you can, "CN," for they will return in the spring.

Bro. Snodgrass, of Adamsville, is always on hand. "JO," does that night man belong; if not, go after him?

Bro. Mowry, of Osgood, is a good Order man, if he's not very swift at hustling freight. Ed, be sure and attend our next meeting, for we have important business to transact.

Now, boys, try and forget self and think of the welfare of others, and those that don't belong to the Order, send in your application at once and become one of us. Don't repeat the old, old story, "I am busted; wait till next pay," but try and do without one month's good time and revert the money so expended in becoming an O. R. T. man. You will never regret it. If you doubt my word try it and see. Of course, don't expect that within sixty days after you join that your wages will be raised to \$100 per month. Now, that's the trouble with so many of our ex-brothers. They joined with the expectation of receiving an increase of salary before their application had time to get cold and consequently not receiving same drop out and say the O. R. T. is no good. Let every operator on the Bessemer join the O. R. T. and give it their support for a reasonable length of time and see if you do not receive some reward by so doing. The time is not coming, but it's here now, that operators must have a substantial Order like the O. R. T. to fall back on, or be ground down lower accordingly than the peons of Spain.

CERT. 21.

Union Pacific Railroad.

Wyoming Division—

Bro. J. F. Burnett, who recently resigned at Evanston, is now nights at Laramie, relieving Bro. E. T. Fanning, one of the A., T. & S. F. victims.

"Did" Smith, manager at Laramie, witnessed the prize fight at Rawlins recently.

The block system over the new line, between Laramie and Cheyenne, is expected to be placed in operation about March 15th.

"Quad" repeaters have been put in at Rawlins, and Bros. L. M. Tudor, C. G. Smith and H. C. Crouch now have all they want to do to take care of the "g's" and watch the "quad" and the Morse repeaters on W. U. No. 1.

Riner, nights, has been closed and C. C. Pickard bumped Bro. H. Travenner, night man at Creston, Bro. Tavenner bumping Bro. Fulton, night man at Tipton. Understand Bro. Fulton went to Fifth District.

Bro. C. G. Smith, of Rawlins, recently made a flying visit to Ogden—a woman in the case.

F. W. Vallereux, agent at Bitter Creek, laying off, relieved by Bro. Keefe.

The introduction of the "quad" at Rawlins gave Cheyenne another wire to Ogden and cut out Green River as a relay office. One man was taken off at Green River, E. E. McElderry, who is now nights at Granger.

Kansas Division—

Bro. J. M. Campbell, of Mo. Pac. Division No. 23, at Wamego nights, for a few weeks, has departed for Colorado. We were sorry to lose him and wish him success.

Bro. G. A. Hauer, agent at Alida, spent a few days at Linwood last month, being called there on a sad mission. A Mr. Sleeper, from Clay Center, relieved him.

Bro. J. W. McInturf has recently been relieving at Irving for a short time.

Mr. L. C. Stout is the latest addition to our ranks. "CS," although a young one, has the proper ideas and is a valuable acquisition to our Order.

Sister Nesbit, of Topeka, we are sorry to say, is again on the sick list. We hope not long. Bro. Enochs is working in her place.

L. R. P. Hartzell, agent at Fort Riley, has been taking a two weeks' vacation, returning to work March 1. L. C. Stout relieved him.

Bro. Hughey, a comparatively new one among us from the East, is now nights at Manhattan.

Bro. Ralph Williams, formerly on this Division, is now at Des Moines, Ia., with the Postal.

Bro. O. M. Swope, agent at Kanapolis, has resumed work after a thirty-day vacation with relatives in the East. O. W. Shideler relieved him.

Discussion in regard to the express companies seems to have dropped off without any results, the situation as presented, being thoroughly familiar to us all. We would like to see some definite action taken in regard to this on some thoroughly organized line. The express companies should pay salaries commensurate with the work or we should in a body ask to be relieved of this burden. There is no reason why we should not be enjoying a greater measure of the existing prosperity than we are if we go after it, but we fear, unless action is taken soon, it will be too late. Already the signs foretell control by the railroads of the express companies and

when this has been accomplished we will have seen the end. The railroads will require the work done as a part of their business, cutting off the little that is now paid for this service. We do not know to what extent the brothers think or care about these things.

PAUL KREUGER, JR.

Great Northern Railway.

PSALM OF LIFE.

Tell me not in mournful numbers,
Harlem life is but a snap,
For the man is dead who slumbers
When the clerk begins to rap.

Life is real and dead in earnest
When we live on hotel fare;
Dust we art—to dust returnest
If this cook has us in care.

No enjoyment and all sorrow
Is our destined end or way,
For the hash we eat to-morrow
Is the beefsteak of to-day.

Life is short and guests are fleeting
And our stomachs' starved complete;
Still like muffled drums are beating
For some food which we can eat.

In the hotel we must battle
With the beefsteak, live or die;
When our teeth begin to rattle
We must turn to hotel pie.

Trust no biscuit, howe'er pleasant,
Give us flapjacks in its stead;
We must take them for the present,
"Hart" has turned our poor cook's head.

Lives of operators all remind us
We can make our lives sublime
And departing leave behind us
Tooth-prints on the "bread of time."

Tooth-prints that perhaps another
Coming to this place sublime,
A forlorn and shipwrecked brother
Seeing, shall be warned in time.

Let us then be up and doing,
Risk our lives at any rate;
Still pursuing, still echewing,
Time alone can tell our fate.

J. N. BRENNAN.

Harlem, Mont., March 5, 1901.

Pere Marquette System Division, No. 39. *Saginaw to Ludington—*

At Saginaw, "GO," we find Bro. Ryan and Mr. Prall and our only sister, Miss Hattie Palmer.

Dispatcher's office we find M. A. Palmer, chief dispatcher, Mr. C. P. Meyers and Mr. G. N. Noble, first trick; Mr. J. E. Church and Mr. M. A. Cook, second trick; Mr. A. H. Follett and Mr. W. E. Cole, third trick.

Saginaw Junction, newly called Hoyts, they change so often it is impossible to keep tab on this office, as no men are known to work over a week at a time.

Then we come to Mershon, Mr. W. H. Scott. Freeland, Bro. E. E. Kyes,

Midland, Bros. McMullen and Black, and Agent J. L. Gibson, formerly a staunch member of the organization.

Averill we find Bro. R. G. Berry, agent. Sanford, Bro. C. J. Shreeves, agent. North Bradley, Bro. J. Newbound, agent. Coleman, Bro. H. J. Stroupe, agent; Bro. T. C. Eldredge operator.

Loomis, W. W. Grennell.

Clare, Mr. J. H. Galliver agent, and Bros. H. A. Stroupe and Miller.

Farwell, E. H. Smith agent, who would join, but has been going to quit for twenty-seven years.

Lake, Bro. C. M. Evans agent, and a lady night operator, whom we hope to call sister soon.

Chippewa, Bro. F. C. Dingman agent.

Sears, Old John Richardson agent.

Evart, Bro. C. D. Lawton agent, and Bros. Delemarter and Murphy day and night operators.

Hersey, Bro. M. B. Conklin agent.

Reed City, Mr. Loomis operator, who has found the organization a benefit.

Chase, Bro. C. W. Dressander agent.

Ungers, ex-Bro. H. W. Brockway and wife.

Baldwin, Frank Allen agent, Bro. J. E. G. Roadhouse operator and ticket agent, and our old C. P. R. friend, Halliker, days in the tower, and our old-time Bro. R. C. Thompson nights.

Branch, Bro. G. H. Ude agent.

Merritt, Bro. J. E. Griswold agent, and W. C. Liken night operator.

Custer, our good friend, G. A. Brown, agent. Scottville, W. A. Arms agent, and daughter assistant.

Our last stop before falling in the lake is Ludington, where we find Mr. Dickey operator and ticket clerk, who says: "What's the use." Mr. Hall nights, and Mr. J. Ellison at the dock office, whom we hope to call brothers soon.

Manistee Branch—

Fountain, Bro. J. H. Nichols agent.

Fresoil, Bro. C. E. Root agent.

Manistee, Bro. H. W. Bates operator and ticket clerk.

East Lake, Bro. E. E. Gibson operator.

Saginaw to Grand Rapids and Grand Ledge—

Paines, Bro. McTaggart agent.
 Merrill, we have Bro. T. A. Young agent.
 Wheeler, Bro. F. D. Murphy agent.
 Breckenridge, Bro. L. W. Race agent.
 St. Louis, Bro. Wm. Derky agent, and Bro. C. F. Fea operator.
 Alma, Bro. A. J. Butterfield operator.
 Elwell, Bro. L. J. Haynor agent.
 Riverdale, Bro. A. J. Sutton agent.
 Vestaburg, G. E. Peasley.
 Cedar Lake, Mr. L. W. Boylan agent "ham factory."

Edmore, Bro. J. T. H. Wallace, our genial Local Chairman, and Bro. C. I. Munroe operator.
 Wyman, Bro. W. C. Johnson agent.
 Blanchard, Bro. Sydnam agent.
 Mill Brook, Bro. C. Newton agent.
 Remus, Bro. E. R. Potter agent.
 Mcosta, Bro. G. G. Beebe agent.
 Rodney, Mr. Carr; don't know what's the matter.
 Big Rapids, W. H. Rowe agent, and F. A. West operator.

Six Lakes, Agent Grant, ex-member; bought a farm.

Lakeview, Ed Barnes agent, and Bro. Kidd operator.

Amble, Bro. Wm. Armitage agent.
 Howard City, G. R. & I. boys, McDonald and Harrison.

Coral, Bro. H. H. Rhodes agent.
 Gown, Bro. Elwood Madsen agent.
 Truant, A. H. Burt agent; ex.
 Greenville, Bros. Lemley and Covey.

Kidds, Bro. Dewell.
 Belding, G. G. Terwilger operator; always broke.
 Smyrna, Bro. J. H. Hill agent.
 Mosely, C. B. Greeno agent; will join when eligible.

Lowell, Agent Brayton; does not believe in labor organization, and Opr. Bullock.

Elmdale, Bro. E. L. Grant agent.
 Freeport, Bro. Koercher agent.
 McBride, Bro. C. E. Knapp agent.
 Stanton, E. G. Brainard agent, and Ramble operator.

Sheriden, C. A. Richner agent; ex-member and professor of telegraphy (three students).

Fenwick, Bro. C. F. Tracey agent.
 Shiloh, Bro. H. H. Decker agent.
 Strong, Bro. D. W. McVain agent.
 Ionia, Bros. Smith and Clark, and Mr. Ed Bryant, who failed to establish his telegraph school.

Lyons, Bro. J. E. Wolford agent.
 Collins, Bro. L. J. Baldwin agent.
 Portland, W. J. Park agent, with Bro. Brigham operator.

Eagle, E. E. Snyder agent; has cold feet.
 Orleans, Bro. A. B. Grant agent.

Grand Rapids to Detroit—

Grand Rapids, we find Bro. Butterfield in "GR," Bro. Blake at the freight house, Bro.

Dage and Mr. Green at the Avenue. Avenue Yard, Lawless and Hamlet operators.

West Grand Rapids, Mr. Corbin, operator.

In "GR" we also find F. H. Carr, chief, and Bonsell, Britton, Waite, Nye, Mitchell, Grimes, Williams, Hicks, Schott, Rupert, dispatchers; Bullard, Hogue, Goodall and ex-Bro. Van Hess, operators, with ex-Bro. Hawkins as car distributor.

McCords, Bro. Highby agent.

Alto, Mr. Stevens agent; anti.

Elmdale, Bro. Grant agent.

Clarksville, Bro. J. Clark agent.

Lake Odessa, Mr. Avis agent.

Woodbury, Bro. J. Miller agent.

Sunfield, Bro. A. S. Amon agent.

Mullican, Bro. L. Wassink agent.

Grand Ledge, Bro. A. J. Kingley agent, Bro. J. Hay day operator, and Mr. H. S. Davidson nights.

Delta, Bro. Geo. Oberly agent.

Lansing, J. A. McMullen ticket clerk and operator, with ex-Bro. Thomas nights.

North Lansing, Bro. S. G. Westfall agent.

Okentos, changed recently; can't say.

Williamston, Bro. A. J. Edwards agent.

Webberville, Bros. Lemley and Horton agent and operator.

Fowlerville, Bro. Chas. Baldwin agent.

Howell, W. T. Evans, and H. S. Harvey day operator.

Howell Junction, Ann Arbor boys, Britton and Wright.

Brighton, Bro. A. Watson agent, and Dennison nights.

South Lyons, G. T. men.

Saylem, Bro. Perkins agent.

Plymouth, Rielly and McIntyre day and night at "MY," with Bros. Stagg and Wright at the yard office.

Stark, Bro. Hart agent.

Beech, Bro. Rooney agent.

Oak, Bro. Chas. Mixture agent.

Detroit, Terminal Association men.

Port Huron and Port Austin and S. T. & H. Divisions of System Division 39—

I have been looking for some news of interest for some time from some of the boys on the Port Huron and Port Austin Division, but as yet have seen none. This being a short Division I will make my story short.

As far as I can learn we are gradually gaining ground. I see no reason why we should not have every man on the Port Huron and Port Austin Division an O. R. T. man, and I think if we all do our part that at do distant date we can say "she is solid;" there are but few nons left on the division. "Let's get after them." Who will be the first? All seem to admit that the old maxim is true—where there is union there is strength, although some are exceedingly slow about getting into line. They are apparently waiting for a more clear demonstration of the

fact that membership in the order would be an advantage to them personally. This is an exceedingly narrow view, but perhaps it is the only way in which fraternalism can be inaugurated. Organizations of every description and character may be compared to fortifications erected for the use of the individual. There should, of course, be fraternal love within the breast of each one of its defenders. That would cause them to look after the interests of each other with the same degree of eagerness that would conserve their own interests.

This we can say of the boys on the Pt. Huron and Pt. Austin Division: They are always found with a willing, helping hand, ready to assist a worthy Brother or Sister in time of trouble. I am sorry that such good fellows are not all under shelter. Most every road in existence that has the right kind of "push" is coming to the front, and why should we not clear our hurricane decks and show to the world that we are not dead nor slumbering and that things are what they seem. I admonish you one and all, not only on the Pt. Huron and Pt. Austin Division, but all over the system, to dig down and see if you can find some one who has not heard of the joys, blessings, happiness and protection he can derive from the "grand" old O. R. T., and soon we will all be united in one common brotherhood.

Just a word to those in arrears: The day is past when members of other brotherhoods kick against dues and assessments when they come due; they know it is the best investment they have made during the years gone by, and so it must be with us. Think of this, Brothers, and then make a solemn promise that you, at least, will be a man and not a delinquent, and that every dollar due the organization shall be paid, even if it does cost an effort. This is what keeps the machine going, and go it must from this out, or two years will find us in a worse condition than that from which we just emerged. The good day is here; let us keep it. Let us each and all pay attention to the advice of our General Chairman, and give the P. M. the most efficient telegraph service they ever had, and when our committee goes up again with a grievance for adjustment, they will have reliable timber to back up their statements.

Now, just a word to the nons on the P. M., and I will withdraw. What is your object in holding from us? Not able just yet? Will you ever be more so while your salary stands as it is now? I think not. If you wish to better your condition, you must help yourself. The Lord helps those who help themselves. He looks after and furnishes food for little birds, but he does not send a loaf of bread rolling about looking for hungry birds. They must get out and hustle for it. So must we get out and hustle, and He will look after our needs. For that purpose He has given us our order, and all we need to do is to accept that which He has given us and hustle.

Faint heart never won fair lady or anything else, and so long as you act like a half-sick chicken, stand on one foot and wait for some one

to throw a ripe banana at you, you will never get anything better, but, in turn, have part of what you now have taken from you.

CERT. 395.

Saginaw to Port Huron—

Vassar, Bro. Gladys, operator, ex-Bro. H. L. Huff, agent.

Juniata, Bro. C. L. Baker, agent.

Maysville—Bro. S. B. Morton, agent, Bro. J. N. Muir, operator.

Silverwood, Mr. B. S. Merritt, agent. Why not?

Clifford, Mr. F. J. Flowers. You all know why not.

Marlette, Ex-Bro. L. Gage, agent. Sorry to say. A. E. Sinclair, operator, coming with us in May.

Brown City, Bro. J. L. Sinclair, agent, at the best little town on the pike, he says.

Valley Center, Bro. G. W. Tarrant, agent.

Melvin, Bro. Husted, agent.

Yale—Bro. F. L. Griswold, agent, Bro. J. F. Sinclair, operator.

Oroca, Bro. J. B. Kingsbury, agent. One of our very hustling members.

Port Huron, Dispatcher, A. L. Merzolz, N. L. Clancy.

Port Huron to Grindstone City—

Jeddo, Bro. Geo. Calkins, agent.

Crosswell, Mr. C. Goodwin and daughter. "Good fellows, both."

Applegate—Bro. A. A. Patterson, agent.

Carsonville, C. Calkins, agent.

Downington, C. J. Pettit, agent.

Deckerville, M. Irvin, agent.

Palms, Mr. J. T. Welch, agent. Not yet.

Minden City, A. Brooks. Our hustling local Chairman.

Harbor Beach, Mr. Arnold, agent. Has his daughter as operator (when she is there) at \$10 per month, and a helper, who does the telegraphing, at \$20.

Tyre, Bro. G. O. Williams, agent.

Uby, Bro. A. H. Jones, agent.

Bad Axe, Mr. R. H. Gaudy, agent. Nice fellow, but going out of railroad work.

Kinde, Bro. D. W. Reinelt, agent.

Port Austin, Ex-Bro. F. W. Long, agent. Why? Grindstone City, Bro. Jno. Hanson, agent. Still grinds.

Bad Axe to Saginaw.

Grassmen, first stop, find E. E. Albertson working for \$25 and "privileges." No use for O. R. T. Elkton, Bro. C. L. Morse, agent.

Pigeon, Bro. A. G. Ruby, agent.

Bay Port, Mr. W. J. Riley. Can't find time.

Schewaing, Bro. S. G. Siglin.

Unionville, Bro. L. W. Kirkpatrick.

Akron, Bro. J. Brown.

Fairgrove, Bro. W. F. Johnson.

Reese, are Michigan Central boys.

IN MEMORIAM.

WHEREAS, It has pleased our Almighty Father in his wise providence to remove from this world on March 17, 1901, the soul of our most worthy our esteemed Secretary, Bro. A. T. Landry; and,

WHEREAS, Bro. Landry was a charter member of Division 39, a most efficient secretary and custodian of the funds, a faithful servant, whose true heart was ever beating with a steadfast love of the organization and for his fellow-man, whose bright, cheery ways, although a helpless cripple, were an inspiration to every one around him; therefore, be it

Resolved, By Pere Marquette Division 39 of the Order Railroad Telegraphers, That, in obedience to the divine will of our Heavenly Father, we complain not of His divine judgment; yet we mourn the loss of our well beloved and faithful member.

Resolved, That we recognize in the deceased a true and faithful member of the organization, one who always had its best interests at heart, and whose voice was always raised in wise counsel.

Resolved, That we extend to the bereaved mother, sisters and brothers and relations so sadly bereft of their loved one the full sympathy of our hearts, and commend them to the care of a loving Heavenly Father.

Resolved, That our charter be draped in mourning, that these resolutions be spread upon our minutes, and a copy thereof transmitted to the bereaved family, and to THE TELEGRAPHER for publication..

THE GENERAL COMMITTEE.
Per R. R. Darwin, President.

Bro. Landry had been a patient sufferer for years. Exactly ten years ago on the day he died, he met with an accident that necessitated amputating his right leg at the thigh. Recovering from this, for six years he worked at his trade, holding many responsible positions with the Pere Marquette.

Then he met with another accident, injuring his spine, from the effects of which he never recovered, being unable to get about, except in his wheel chair, for four years. His sufferings were terrible, especially in the last few weeks of his life, but were borne with that remarkable fortitude that comes only of a Christian spirit and a dauntless heart. In him we have lost a friend and brother and the world a good citizen.

J. F. SWAIN.

Notice.

Owing to the long sickness of your deceased worthy Brother, Secretary A. T. Landry, who died March 17, there has accumulated in his office a considerable amount of unanswered correspondence. I trust that you will make all allowance for the unavoidable delay that has occurred, and if you have not already received answers to your

inquiries, kindly take the matter up again with your present Secretary, or with me, and the matter will be given prompt attention. Fraternally yours,

R. R. DARWIN.

236 Spruce street, Saginaw.

In looking over THE TELEGRAPHER for the month of February, my eye caught the item called the Santa Fe Scab List. I think this a very good move on the part of the Order, as in this manner we can tell who were men enough to stand up for their rights, job or no job. Now wouldn't I feel proud to see my name in that bunch? Verily, I believe I'd possibly be tempted to run for some great public office after such an advertisement being spread to the ends of the earth, for THE TELEGRAPHER surely will herald their honor (?) that far.

The thing that surprises me most, however, is a case of one Watkins. I had the pleasure to meet his sister a few years ago, and at that time she was working in a factory, earning, possibly, \$6 per week, and all because she wouldn't scab in her calling as a trained nurse, where she was cut from \$15 per week to \$10 per week. Verily, brothers, what is this in man that a sister should show the principles of a true American, while the brother "slides up the alley with a large knife ready to plunge it into her back in the dark"?

I also notice a note calling attention to the fact that we are making a hustle for a license law in this State. Right you are, and the sooner we get the same in force the better for the employers and the employees.

However, there is no doubt about it going through, as Michigan is after everything on earth to license or tax for revenue. Even to the extent of wanting to put a license tax of 50 cents on everybody that wants to enjoy the God-given right to go fishing. Next in order will be a law of \$2 license annually for breathing the air of heaven in this State.

Don't worry about the telegraphers' license, brothers. There is possibly \$2 revenue for the State from each operator employed on railroads in the State. That's enough to guarantee its passage.

But to come back to the subject. I am most emphatic in my support of Bro. Rawlings' ideas, but why not make the standard of receiving about 25 or 30 words per minute, instead of 15. Then we will have done away with that operator who consumes from 10 to 15 minutes on a train wire getting an order, and blocking everybody else, who in the meantime possibly have trains standing waiting on Mr. Cub, and who can handle wires with some life.

Another brother proposes a license fee of \$10. According to my ideas, this is downright robbery. By making the law require a high standard of ability, the fee of \$2, or even \$1, is protection and guarantee sufficient to protect everybody's interest, and will not place a hardship on the brother operator who can scarcely make both ends

meet on a salary of possibly \$40 per month on account of sickness at home.

Bro. Swain, the Organizer, is now on this Division, and I would like to see all in shape to hand in the wherewithal, if not already in line. Bro. Swain reports things booming on the P. M. beyond expectations, and we all hope they will continue so.

We have under our eye three that have given us their promise and shortly we will turn Swain loose on them.

Would like to see a line-up of the brothers published over the Petoskey Division, so I can figure out where to get in a few words if opportunity offers.

CERT. 2,921, GRAND DIVISION.

Southern Division—

Bro. Hennessey, day operator at Monroe, made a prolonged visit to Romulus a few Sundays ago. We are not able to ascertain the object of his visit, but we surmised from the pleasant smile he wore when he got off from No. 10 Monday that "she" was pleased to see him. "J" has a liking for the fair sex.

It is quite a common occurrence to see Bro. Burt of Carleton in our city. We occasionally are called up on the "fone" and asked how No. 59 is. Bro. Burt was so anxious to catch No. 59 when last in our city that he walked nearly to Alexis to get the cabin car, which Be-speaks well for the P. M. road's ability of handling long trains, and that Bro. Burt is anxious to get to Carleton to attend to duty. The cause of Bro. Burt's early morning walk was this: No. 59 left her cabin car and three cars of coal at Alexis, owing to some defect in the coupler, or possibly the operator at that point was (Cool) cold.

We hear Bro. Curtis at Romulus in the "wee small hours of the night." We most sincerely hope that Bro. Curtis will get a helper, as he is deserving of one.

At New Boston is the happy face of Bro. Cummings, and you will always find him with a smile on his face. We had the pleasure of his company from Plymouth to Saginaw a short time ago.

Bro. Maywood, at Wayne, formerly the night owl, has been promoted to day man, with a raise in salary. We rejoice with Bro. Maywood, and might add here that a good O. R. T. boy always gets to the front.

Our "Ham Factory" at Highland is doing a thriving business. On one occasion No. 5 wire was located as open at this station all night. No doubt one of the blooming creatures made a mistake and cut out wrong.

Well, as I have some other duties, I must cut out, but I wanted to see the south end remembered in the April number.

I almost forgot to mention that Bro. Lacy, general yardmaster and agent at Raisin is the proud possessor of a new office in the shape of a

"dinkey" box car. "RG" is so delighted over this that he forgets to come in for his supper. Well, here's wishing you long life and happiness in your new office.

"KO."

Pennsylvania Railroad.

Mountain Notes.

Mr. C. B. Moran has been transferred from "GZ" to third trick at "GY." Shorty is a fine fellow, and says he likes his job "OK," if he only didn't have to ride to work on freight trains. Never mind, "Shorty," you will get on to the "art" in time. "Take the safe course and *run no risks.*"

Miss B. A. Oliver, one of our "good-natured" operators, was moved from "GY" to second trick at "GZ." The boys around "SG" say they miss "R. M.'s" smiling face very much, especially the signal repairman.

Boys! what is the attraction around "KN"? It surely must be more than "peanuts" and "chewing gum." How about it, "RG" and "MW"?

We notice Mr. L. I. Seaman is not making his usual visits to "KN". What is the trouble, "M"? Not jealous, are you?

"Billy" Lego (the ladies' man) at "SF" has troubles of his own. If the "dutchman" don't make trouble, "Mamma" is sure to call around when she is not wanted.

Mr. E. T. Long returned to duty after a "thirty-day" furlough, and will now be found at "SF" on the second trick. "Ed" takes well with the ladies and will no doubt enjoy the summer at "SF."

Mr. C. V. Pickerill was relieved at "DM" by regular "opr" and will now be found on the third trick at "AG." "RG," what has become of Bertha? Better have the job fixed up before she forgets how to cook.

Mr. G. D. Dinges, from "AG," was off duty a few days last week to go to Pittsburgh "for repairs."

Miss T. D. Miller has returned to duty at "KN" after an illness of six weeks. Dora says she *must* be off a week in June. June is the month of weddings, but, of course, that has nothing to do with her being off (?).

Miss K. S. Miller is working nights at "KN." "MG" is as fat and jolly as ever and still carries the same size lunch box.

Mr. J. H. McGrail is getting fat on the first trick at "GY." Jack is a first-class fellow, and the boys were all glad to see him get a daylight job.

Mr. C. M. Rhoads at "GY" has made several business trips down the road lately. "CV," what is the trouble? Are you getting her ready to go along to Buffalo in June?

Mr. Orval Seaman has been promoted to the second trick at "AG." "OS" will start up in business at "Allegrippus" as soon as he finds a girl. Then "DG" will have no kick coming about getting off late.

Miss E. F. Oliver has been moved to "GZ" office. The night work does not agree with "OV" and is waiting for some nice young man to take her job and she will do the cooking. Where do you stand, "W Z?"

Miss J. S. Ermire remains on the first trick at "SF," smiling at the young boys who are asking for her job as soon as the interlocking is done. "SR," don't let them bluff you when you don't ride on engs.

Mr. Louis Biker has been off sick for some time with the gripe.

Mr. M. W. Earnigh, who failed to notify No. 18 while working extra at "KN," was indefinitely suspended. "MS" has a job in the Westinghouse.

At "SO" we find A. D. Seaman, E. J. Cullen and R. C. Gochour working very hard. This is the warmest place on the "pike" and have no one to fan away the coal dust from the coal tippel.

Mr. S. K. Bosley has been removed to "SN" for the present. Look out, "SB," don't let the "Ikes" bluff you at your new place.

Mr. W. T. McCloskey will work the second trick at "SN" and Mr. Wyandt from "BU" will take third after he learns how to run the road.

By stopping at "W" we extend our hand to G. T. Plotner, J. W. Pettigrew and J. J. Lynch, each having a student for company, to answer up on No. 9 and fight away the girls. Brothers, we give you an invitation to join us hand in hand and shut the door on the next student.

The weather is nice, and by walking a few miles we come to "NY," where we found H. D. Border, H. T. Noel and C. W. Cullen, and no students. We are glad to hear of this, boys, and hope you will continue.

At "LY" we find F. J. Veigle, A. Veigle and J. W. George. Here are three fine boys, and something has happened that they are drifting away from us. Boys, we need you very bad. Won't you step in line with the rest and push the good thing along? Where will you be without a horn?

The three large "oprs" at "MO" are T. W. Ryan, W. J. Meehan and W. T. Rigney. All working hard and the money seems to be short. Still they will not stand out in the rain. "Boys," you know what is best.

If you want to find a good, jolly crowd of red-hot "O. R. T." boys, stop at "JM" office. They are all holding up for their country and working hard.

Next stop will be "UN" and "AR." Here is where you will find a happy crowd of six, who are all enjoying life and still standing out in the rain. What is wrong, boys? Don't let the small amount bother you, but jump in the wagon and go along, and don't remain on the list where only a few stand any more.

Next will be supper at the Central.

Mr. S. M. Swab, the hard worker from "Twin Rocks," has got a position with the contractor, H. S. Kerbaugh, at Wilmore, where he will be a "clerk" and an "opr." We wish you success, "Sam," but watch the "WU" girls.

One hundred dollars reward—Lost, Strayed or Stolen. A man, about the size of a woman, bare footed, with a pair of wooden shoes on; pink eyes and sunset-colored hair; the latter cut curly and the former cut dark. He wore a "Corned Beef Overcoat" with a sauerkraut lining, and had an empty sack on his back, containing a barrel of "Sky Lights" and one dozen of "Assorted Railroad Tunnels." When last seen he was following the crowd to the "KN" office. For further information, please call on "WI."

"Dock."

Pittsburg Division—

Ed Blystone, third trick at "GA," is laid up on account of a large boil on the back of his neck. E. B., just think of Job and have patience.

Monahan and Byers working twelve hours at Greensburg until Blystone returns.

Wallace Reed is holding down third trick at "RG," while "WC" is a good second, and Suitor third.

H. W. Wyant, opr, at Seventeenth street, Pittsburg, wears a 2x4 smile and all because he has been returned to the mountain. Howard says she wouldn't come down; so he had to go up. W. S., drop us a line.

Wentz and Russell, oprs. at Brinton, are working twelve hours for a couple of weeks, while Green goes to Wilkinsburg to help the boys out there, they having worked twelve hours since Bro. Bauhart resigned, several weeks ago.

J. J. Daniels, second trick operator at Southwestern Junction, was called to Pittsburg on Thursday and was tendered a promotion as day car distributor at Youngwood. Mr. Daniels has the matter under consideration.

H. W. Wick, ex-operator, resigned March 12, and left the next day to accept a position as copier on the Pittsburg & Western. Homer, this was very sudden, but the P. R. R. boys wish you success in your new field.

H. Triplett, operator at Twenty-eighth street, met a very sad death Sunday night, March 17. Mr. Triplett left the office about 9 o'clock, and was not seen again until his body was found by a watchman on the tracks at Fifth avenue crossing, and only a short distance from his home. He had been in the service on the Pittsburg division for fourteen years, starting as a messenger in "OD" office. Harvey will be missed by the boys on the Pittsburg end of the Division, where he was well known. He leaves behind to mourn his loss a loving mother, one brother and two sisters, who have the sympathy of the entire fraternity.

Dispatchers Brant, Sherrick and Moser, Copiers Pyatt, Crosby and Strawn, operators. Harry Rothrock and John Cline are the force at "BC."

At "CJ" we find Haggerty, Diehl and Hanlon, who are hustlers. At "SW" Thompson, J. J. Daniels and D. R. Ulery, who manipulate a 35-lever machine.

Bro. John R. Monahan, who held message side at "SW" for a number of years, has been transferred to "DA" Youngwood scale office.

Bro. J. K. Ebersole is learning the machine at "CJ" and we expect to see Jacob pounding her in a few days, as we know J. E. is "OK."

Bro. Thomas Riley, day operator at Youngwood, has been off for several weeks on account of sickness, Clarence Diehl relieving Riley, and O. R. Blystone holding down the bench after dusk.

We ran across the following operators in Greensburg last week: C. Monahan, Ed Blystone, Samuel Thompson, J. J. Daniels, D. R. Ulery, Walter Good, Will Ruff, G. Pry, Jos. Ryan, Chas. Campbell, A. A. Kolb, C. N. Diehl, J. K. Ebersole, W. Haggerty, C. Hanlon, T. Riley, C. Null and O. R. Blystone.

M. Sumpman, split trick man at Wall, has been holding down the bunk at "WG," owing to the scarcity of operators on the west end. U. M. is wondering why they don't make some extras. Will give you the secret of it some day, U. M.

Misses Taylor, Diehl and Carey are working twelve hours at Wall. Too bad, girls, but we can't do anything for you just at present. Men are all busy.

C. H. Cunningham, ex. opr. at Seventeenth street, spent Sunday at Turtle Creek visiting his brother.

At "CP" we find a fine crew, with Capt. Fritzman always on deck, Second Officer Miller in the lookout (for girls), while Hilty acts as the stow-away at night. The boys have a nice arrangement here—work every third Sunday off. Miller says the only trouble is his Sunday don't come around fast enough. Never mind, Jake, if you can't get to Greensburg often enough, we will have her move down.

S. D. Daniels, third trick leverman at Seventeenth street, Pittsburg, spent Sunday with friends at Blairsville.

It is nothing unusual these fine mornings to see Third Trick Train Director Potts and Daniels making a "B" line for downtown, and you are always safe in saying they are looking for bargains. It seems that they believe in the early-bird story.

Yours in S. O. & D.,

TRIXIE.

Houston & Texas Central Ry.

Business is better than ever before at this time of the year, and all the boys have to "keep a-humpin'" at the key. I wish they would "hump" a little more for the good of the order, as some of the members have not paid current dues and there are some "nons" that we want in the fold. I want to impress upon our members the very great importance of paying dues promptly. One brother writes:

"Please pardon the delay, as I have overlooked the matter of paying my dues. I have never had so much to do in my life. They are paying me overtime, and I heartily assure you that I appreciate the great good that has been done in our behalf."

I wish that all our members were like this Brother.

There are not many changes on the south end, but all the extra men seem to be making a living. "Hi-Ki," at "G," thinks his job is regular, now that the stock rush and the "Frisco" are coming.

Our General Chairman has increased responsibilities, handling the Frisco business. Why not an increase in salary?

Understand the consolidation bill has passed; this will be good news to the boys on the Fort Worth branch, as it will include them in our schedule.

The dispatchers at Waxahachie, Johnson, and Minton will soon move to Ennis and the force will be increased to two full sets.

Hear "HO," at "JO," will be promoted to a trick, but do not know who will get the copy job.

I know our friends at "J" will be glad of the change, which the increase in business demands.

YOUR SECRETARY.

Trenton, N. J., Div. No. 85.

New York Division Notes—

Our regular meeting of March 15 was well attended, and several matters of importance were acted on. It was decided to hold a smoker on date of next regular meeting, Friday, April 5th. Meeting of April 19th, third Friday, will be held at 2 P. M., by request of a majority of the members. This will give all an opportunity to attend at least once a month hereafter—first Friday, 8 P. M.; third Friday, 2 P. M.—and don't forget yourself and your neighbor's education—not agitation, as Andy Carnegie said when leaving last week. Among other casual remarks, the great philanthropist said: "I discovered while working at the key that it was not the man who did the work that received the money, the product of his labor. He now pays his respects to labor's worth in large 'capitals.'" When the Laird of Homestead made the discovery, as people sometimes do, that it is a fact that the man who does the work is not the man who is paid for it, what was his duty, his plain duty, as an honest man? What is the moral standing of men who will deny the question altogether? Is honesty a necessary adjunct or part of character?

Our membership is still on the increase, and eventually the term non-union will be out of date on this Division, barring a few special favorites.

The question as to the propriety of an operator receiving the pay attached to an office is under advisement. Just how long the fad of euchering a man out of \$10 or \$15 per month at this little game is to continue is still a mystery. Truth is a great attraction, Shakespeare observed. Truth will prevail, though all the world overwhelm it.

W. G. Blackford, operator at Newark, L. V. R. R., accidentally killed himself at the tower last week with a revolver while coaling his furnace. Deceased had worked at the tower a number of

years, and was one of the few remaining ones who worked at the key on the Valley when the question of rights came up on that road in 1893.

J. H. Reese of Frankford is holding down the relief trick in great shape since R. H. Gibson left to engage in business at Trenton.

The wife of J. McGregor, operator Tacony, is not expected to recover from an attack of typhoid. They have the full sympathy of the members of this division. Bro. Jack has for a number of years been a consistent supporter of the principles and the only society expressing or allowing true nobility in the telegraph department—the O. R. T.—which stands for fair treatment, fair wages, fair play.

Skilled labor becomes more proficient; the entire machinery becomes more productive as time advances. As a consequence, wages should increase, hours of labor should be shortened proportionately. There are enemies to progress who infer increasing profits should accrue entirely to the few who own the tools. In place of depending on the wiles or whims of one official, a contract with the men who do the work is the only tribute to "labor's worth worth considering. It is at least consistent with the idea of democracy, though there are people going the rounds with a two-billion chip on their shoulder who deny the question of rights. But might is not right, and, as Ella Wheeler observes in our TELEGRAPHER, Things are never settled until they are settled Right.

Our Bro. Secretary N. T. Bryson of Trenton lost his mother a few days since. This was an especially sad case and the death of an only parent. The Brother received the heartfelt sympathy of the members of this Division. Appropriate resolutions were published and presented by our members and will be indorsed at our first meeting.

Yours in S. O. & D.,
A. J. B., Div. CORRESPONDENT.

Norfolk & Western Railway.

Norfolk Division—

With apologies to division correspondent, I will endeavor to give a few items from this end of Pike.

First, let me commend the work done by the Captains on this end. We already have six or seven new members under the new "chainless" system, and prospects bright.

Bro. R. W. Stephens has been transferred from "WA" nights to Twelfth St., Lynchburg, as agent. Success to you, "RS."

Bro. J. A. Mahoney succeeded Bro. Stephens at "WA," and Bro. Jones holds down "WG" nights in "Mac's" place.

I 13 Bro. Ball, of "K," has been down to Elizabeth City to blow in part of his increase.

"BA," that will never do!

Our new Bro. Johnson, from "WG," goes to "RX" nights, while Opr. Witiens is off, Opr. Adams working days.

Bro. Mabey goes to "WG."

Our Chairman, Bro. Kirchenier, has asked for a thirty days' leave absence commencing 1st April, and will be out looking after the "nons." Boys, treat him "white," and you'll "wear diamonds" some day.

I would like to say, boys, "Kerch" is the real thing, and remember he must be respected as such, or ———.

Wishing success to all,

Yours in S. O. & D.,

"MC."

Durham District—

Leaving Durham north, I will endeavor to write the boys up on this division, as I have never seen them in the columns of our journal.

In Durham office we find Brothers. Shipp, Gullett, Dexton, and Pritchard.

Rougemont, McCutchen.

Roxboro, Gilbert.

Denniston, Mr. Jno. Duff.

South Boston, Nichols and Taliferro.

Houston, Leslie.

Nathalie, Bro. E. R. Mickle.

Clarkton, Bro. Umstead.

Brookmeal, Wilson.

Gladys, Bro. Stephens.

Rustburg, Bro. Finch.

Twelfth St., Lynchburg, Bro. Terry.

Durham Junction, Bro. Williams days, and Mr. Sale nights.

No changes on this division, so to make this a little longer, will try my hand on Lynchburg Division, that's on my string:

Bro. Burke I 13 has resigned as agent "A," where he has served for numbers of years. Bro. "Bu," we wish you success in your new business.

"A" is now filled by Bro. R. L. Burke, former relief agent.

Bro. "MC" of "GY," who has been off on sick list, has again resumed duty.

Bro. Inge, we now find at "FG." Don't know from where transferred. By the way, boys, I 13 Bro. Brady has resigned as Assistant Chairman, and Bro. Inge has been appointed his successor. "EW," we wish you success.

Opr. Douis, "FO," off on sick list, being relieved by Bro. "MN," of "A," being filled by Miss "NL."

Bro. "Ma" of "HB" has been transferred to "IG," I think; Carson now at "HB," owing to sickness of Bro. "G" of "X." Bro. "ON" has been transferred from "B" to "X" and Bro. "A" from "Sr" days to "B" nights.

Bro. "Ba" of "Mu" is off and I "13" is to bow at "Hymen's" altar, relieved by Opr. Bonsack.

Cloy of "HB" has been off on sick list, relieved by Steele. "Gc," glad to see you well.

Quite a nice meeting was held in Roanoke on 16th. Lots of business and good attendance.

Will have a meeting, so I "13," at Creeve April 20th. Boys, all turn out.

Yours in S. O. & D.,

"MD."

NUMBER SIX.

I am only a common night "ham,"
 And deserve no recognition;
 I never went to college,
 And have no education.
 But, if allowed, I'd like to tell
 A few words in my way;
 I never studied grammar,
 I am sorry now to say.

I went on duty Saturday night,
 And found the run was light;
 But I never "hayed" enough
 To last through Sunday night.
 Boys, you must take warning
 From these few lines, you see;
 Although I got but two short weeks,
 Perhaps you might get three.

I went to see my sweetheart
 On a lovely Sabbath morn;
 The clover was in blossom,
 And tassels on the corn.
 The world seemed beautiful then,
 Dressed in its robe of green;
 But far more beautiful to me
 Was my girl of "sweet sixteen."

Ah! well do I remember
 The day whereof I write;
 But my object is to try to tell
 My experience on that night.
 I went on duty Sunday night,
 And found the run was heavy;
 I had a good time that day,
 But that night I paid for it dearly.

I will not tell just how I felt,
 For all the night "hams" know
 That there are times if sent for
 We couldn't possibly go.
 I washed my face and hands,
 And tried to read and write;
 I walked the floor in agony,
 But at last I gave up the fight.

Number Six was due at ten.
 And was forty minutes late;
 I counted moments one by one
 Until ten and twenty-eight.
 I heard the train reported
 By the stations west of me—
 And then I stretched my aching limbs
 To take a reverie.

I had no thought of sleeping then,
 But ere two minutes passed
 My troubles all had vanished
 And my mind was not harassed.
 I was sleeping, sweetly sleeping,
 While the cannon ball rolled on,
 My mind in fairy dreamland,
 My tribulations gone.

My signal stood at danger
 As on came the train so fast;
 Three minutes more and I awoke—
 What happened next? you ask.
 Well, I saw the lighted coaches
 Go sweeping by my red;
 I jumped and grabbed the lever—
 Too late! I had killed her dead.

She stopped a hundred yards beyond,
 And the crew all swarmed about;
 I waved my lantern wildly,
 Until I waved it out.
 My heart leaped up into my mouth,
 My nerves were all unstrung;
 I jerked both paddles down at once
 And exercised my lung.

Oh, would they never move ahead,
 Or were they there to stay?
 I wished I was an engine
 To push the train away.
 Each minute seemed like hours to me—
 Oh, would they never go?
 But now I heard the air released,
 And she moved away so slow.

I telegraphed the Captain
 To not report me then,
 And I would never go to sleep
 And stop his train again.
 My hands were shaking like a leaf,
 I could not mark the time;
 Despair had settled down on me
 As Number Six rolled down the line.

The train rolled into Roanoke,
 And the Captain kindly said:
 "Tell Gardner I can't help him out,
 Because I am afraid."
 And now I heard the message
 That sealed my pending doom:
 "From Roanoke, Virginia, twenty-fifth,
 To Superintendent S. O. M."

"Number Six delayed four minutes
 By red signal at Glenvar;"
 And then the dispatcher said to me:
 What did Six stop there for?
 I told him I was asleep,
 And he knew it was no lie;
 He said: I'll help you if I can,
 But I can only try.

And then the chief got after me
 And asked me to explain;
 I told him I dropped off to sleep
 Was why I stopped the train.
 I told him that I had not slept
 On the preceding day.
 He said: Next time you stop that train,
 I'll have to stop your pay.

Now, boys, I only got two weeks,
Which relieved my great suspense;
But it would have been far worse
If it hadn't been my first offense.
Now, take from this a lesson
And sleep some through the day,
Or you will stop a Number Six,
And your chief will stop your pay.

BABY BOY.

Seaboard Air Line Railway.

As this Division has not been written up for a long time I will try and tell you how we stand over here. While there are quite a number of "nons" we have hopes of reducing the list to a few in a short time, and hope the brothers will all take a hand and get after those who are easily within reach, and by so doing help the cause along.

Monroe, we have Oprs. Scales and Thompson days, Bro. Morris nights.

Waxhaw, T. L. Davis agent and operator.

Catawba, J. D. Davis agent and operator.

Edgemore, R. A. Willis agent and operator.

Chester, W. E. Pleasants days, with Bro. Purvis nights.

Carlisle, W. B. May agent and operator.

Whitmire, E. V. Truesdel agent and operator.

Clinton, C. L. Griffin days, Bro. Harris nights.

Mountville, W. E. Crisp agent and operator.

Cross Hill, Bro. Yates agent and operator.

Greenwood, Carl McDonald days, Opr. Reese doing the night act.

Abbeville, J. D. Jennings agent and operator.

Shops—here's our dispatcher's office, where we find Messrs. J. H. Witt chief, T. H. Furman second and G. R. Carlton third trick—all clever as can be.

We are proud to say we have one of the best set of officials on this Division as you will find on the System. You will find Bro. Howell here, too, in "FD" office, and as we journey southward we strike Calhoun Falls, where you find L. M. Parker agent and day operator, with W. C. McAllister doing the "owl act."

Middleton, J. W. Carr agent and operator.

Elberton, solid, Bro. Waddell days, Bro. Bragdon nights.

Oglesby, E. T. Montgomery agent and operator.

Carlton, D. May agent and operator.

Coker, Bro. Rudasill agent and operator.

Five Forks, R. M. Ross agent and operator.

Athens, solid also, with Bro. Moore days, and Bro. Slattery nights.

Bogart, T. J. King agent and operator.

Statham, Saml. Wilson agent and operator.

Winder, Bro. Jones days, W. R. Walker nights.

Auburn, J. C. Utsey agent and operator.

Dacula, a new man; have not learned his name.

Lawrenceville, D. A. Rippey agent and operator.

Gloster, F. Taylor agent and operator.

Lilburn, a new man; "13" his name is Harmon.

Tucker, Bro. Lewis agent and operator.

Belt Junction, Bro. Harris operator.

Howell, we have Bro. Vandiver days, and Opr. Rhodes nights.

Next stop is at the union depot, Atlanta, where you will find Bro. Hamilton, with arms stretched out ready to receive us, and show us the city. Bro. Thomas, in our superintendent's office, also welcomes us to the "Gate City of the South."

Bro. Howell attended court at Rome several days this month, being relieved in "FD" office by Bro. Harris.

Bro. Purvis, at "CH," reported on the sick list this month. Hope to hear you again soon, "RN."

No news of interest to write, so I will cut out and expect to hear from some of the other brothers next month. With best wishes to the Order, I remain,

Yours very truly,

CERT. 363.

Kansas City Southern.

Fourth District—

Last month's TELEGRAPHER contained a write-up of the Northern Division of the Kansas City Southern, which shows that portion of the "Port Arthur Route" solid almost to a man. Owing to many changes during the past few months the Southern Division cannot boast of as strong a showing as the Northern. However, there are many who express a willingness to come into the fold if the brothers will use a little persuasion. Let us all work on those nearest us and enroll every man, if possible.

I would like to state to the boys on other lines that our road runs north and south, "straight as the crow flies," and competes with one of the systems on the unfair list. Our officials are broad minded, and generous and fair in recognizing and dealing with the various organizations. We have a good schedule and will appreciate any business that can be sent our way.

The following are locations of the boys as far as it is possible to ascertain them:

"NA" office, Mona, R. Hooper handles Western Union and agent's business, but cannot as yet be made to see the benefit of organization, although he has been for several months past drawing a good salary, secured by the O. R. T. "YD" office, Mena yard, Bro. W. S. Anderson, days, and S. P. Glosser, nights. Mr. Glosser is an ex-member and will renew in a few days.

Hatfield, F. H. Fishback, agent. He is now considering the advisability of filing an application.

Cove, W. E. McDowell, agent. Can't some good brother try and persuade him into the fold?

Janssen, N. M. Jones, agent. Bro. W. H. Tallman, of U. P., Div. 6, days, and J. L. Shrimplin nights. Mr. Shrimplin is now in the act of getting "up-to-date."

Grannis, the first station on the district we find "solid," Bro. G. E. Johnson, agent, holding the whole thing down "by his lonely," with always a good word for the Order.

Gillham is also solid, Bro. W. McNew, agent, and Bro. C. W. Murphy, nights.

De Queen, S. T. Jones, agent, an ex-member, Can't some one "line him up?" D. R. Howell, day operator. Says he will have an up-to-date card next pay day.

Horatio, H. C. Rice, agent, B. B. Norman, day operator, and E. Graham, nights. Mr. Norman will be up-to-date in a few days, and promises to "preach the gospel" to his colleagues and try to bring them in.

Neal Springs, closed. Bro. R. H. Ragan transferred to Ashdown as day operator.

Winthrop, R. P. Roper, agent, was one of the fearless who stood by their guns in the Southern strike. Although not a member at present, "R." says he will soon be in good standing once more.

Allene, Jno. T. Deshong, agent, and an old standby, who has been with the road several years. He is now thinking over the advantages of carrying a card and will be in line soon.

Next comes Wilton, the worst "roast" on the district. Here we find Bro. J. G. Stewart and F. L. Marter, agent and night operator, respectively. Both in good standing; never find them any other way.

Ashdown, Bro. I. P. Chidsey agent, Bro. R. H. Ragan days, and Bro. C. E. Nelson nights. Mr. J. B. Hicks agent for Arkansas & Choctaw, with office in K. C. S. depot. Bros. Chidsey, Ragan and Nelson should "show him the way."

Hudson, P. E. Doherty furnishes empties and bills the loads from the Hudson River Lumber Co. "DY" is an old member of several years standing, but has been out the past six months on account of sickness. He assures us another month will find him "O. K." and up to date.

Ghio gravel pit is again open, but unable to learn who is handling the key.

Trigg Street, Texarkana, Messrs. Agnew and Merchant days and nights, respectively.

Several changes have been made recently at "UD," Texarkana. Mr. W. E. Green having resigned, Mr. D. C. Bevard was appointed to succeed him as superintendent of the Southern Division. Mr. G. Geiger, chief dispatcher, was appointed trainmaster of the Fourth District, to succeed Mr. Bevard. Mr. F. M. Strader was appointed chief dispatcher and succeeded by Mr. R. C. Pierce as assistant chief dispatcher. Mr. J. P. King takes the trick made vacant by promotion of Mr. Pierce.

"Pat" Lambert still holds down first trick south, R. R. McCloud second and King third. Bro. D. E. Kennedy and "Fatty" Rogers handle the sheets for Fourth District.

"Bill" Adams and W. O. So Relle, two old heads, now handle the telegraph work in "UD" days, and a new man nights, whose name we have not learned.

Bloomburg, agent, D. Crowe; standing not known.

Rodessa, Bro. W. H. Pettijohn relief agent; always up to date.

Vivian, unable to learn names or standing of agent and night operator.

Mooringsport, Bro. H. S. Weston agent; he is also Chairman Southern Division and always alive to the interests of the Order.

Blanchard, agent A. F. White, assistant chairman, and one who labors long and hard for the company, as well as for our Organization.

Shreveport shops is handled by W. S. Wood days, and J. W. Long nights, but unable to say how they stand.

Am sorry that time is too short to ascertain who and where all the boys are on Fifth and Sixth District. Perhaps some good brother will give us notes from the south end next time.

With a little effort on the part of the brothers the Southern Division can be made solid, and it is our duty to see that this is done at once. It is important that we have every man in line within the next sixty days. CERT. 206.

Levis Division, No. 64.

Regular meeting of this division took place on Friday, March 22, at Victoria Hotel, Levis.

The meeting was called to order by the Chief. There were 27 members present.

Owing to the short time we had at our disposition between the arrival and departure of trains on which our boys had to travel to come and go home, the opening ceremony was omitted. The minutes of the previous meeting were read, and, as no errors or omissions appeared, they were approved.

The names of six telegraphers were added to our roll.

Bills to the amount of \$57.75 were allowed. A large list of correspondence was read and ordered filed.

The delegates who have attended to the meeting of the standing committee held at Moncton on the 7th, 8th, and 9th insts., made a report of their work and efforts made to have an interview with the general manager in regard to matters now pending before him and other matters, and to arrive at a settlement. A reply was received from the general manager, stating that the matters referred to were now in the hands of the new manager and general superintendent, and that we would have to discuss the subjects with them before he could deal with them. It was at once decided to wire to the general superintendent, who, with the new manager, were on an inspection trip to Sydney, C. B., asking a date on which they could meet our committee, which was done. A reply fixing the 2d of April next to meet our committee was received, from which meeting we hope much success.

We are happy to say that the order is making good progress in this district. None of our boys have any students, except one, who has obtained permission to teach one of his brothers, and some of the "non" members who had the practice of keeping students have given up this, and have manifested their wishes to join the order in the near future. Those who make voluntary applica-

tion, and those who ask for information, are so numerous that the prospect is that in a very short time every telegrapher in this district will be strong O. R. T.s. All our members are paid up but six on Drummond Division, and some of them have promised to pay, so it is probable that none will be suspended at the end of the term. Members of this division would be glad to learn if the other division on the I. C. Ry. are dead or only sleeping, not having heard from them for a long time since. Wake up, boys! Wake up! Do not let yourselves be so indifferent when prosperity is knocking at our doors. Remember that union means strength.

CERT. No. 98.

DIED.

On the 17th of February at Trois Pistoles, P. Q., at the age of 45, Bro. Hudon, for many years agent at that station. Bro. Hudon's death was deeply felt by his brethren of the Intercolonial. He was a charter member of Levis Division and took an active part in framing their schedule, and worked on the Protective Board, where his sound judgment was as much appreciated as his joviality and ready wit. The circumstances surrounding his death are particularly sad. On the 30th of January Bro. Hudon had only left his office for a few moments, where everything seemed in good order, to go upstairs to his supper, when he heard shouts of "Fire! fire!" Running downstairs at once he found the waiting room on fire and flames bursting through every opening. Having an old aunt lying sick in bed he ran back to try and save her, but it was too late. She was burned to ashes in her room and he was found senseless in one of the hallways, badly burned also, and he succumbed to his injuries on the 17th of February. His funeral took place at Trois Pistoles, where, by his sterling qualities, he had gained the esteem of the whole community. Levis and Campbellton Divisions were largely represented at his funeral and spiritual offerings were deposited on his coffin from both divisions. His memory will live long among us. Requiescat in pace.

J. N. B.

IN MEMORIAM.

The following resolution of sympathy was moved and adopted at the regular meeting of this division, February 26:

Moved, by Bro. J. N. Blouin, seconded by Bro. F. Lawson.

Whereas, It has pleased God in his infinite wisdom to remove from life's activity our beloved Brother, J. Hudon, station master at Trois Pistoles, P. Q.; and

Whereas, That this division by his death is losing one of its most zealous charter members.

Resolved, That this division extend to his family its deepest sympathies in this great affliction.

Resolved, That copies of this resolution be sent to the newspaper, Le Quotidien, of Levis, and to THE TELEGRAPHER for publication.

L. SAMSON,
Secretary and Treasurer.

Northern Pacific Railroad.

Yellowstone Division—

It occurs to me as though all our boys are in the best of trim, and endeavoring to do their best and utmost for the promotion of our cause.

I will relate a story which I heard some years ago, which reminds me of present standing of the O. R. T.

The Hon. Chauncey M. Depew had an arch built over a New York cemetery. Mr. Depew was walking up and down the sidewalk, very much confused as to a suitable inscription for the arch.

"Old Pat," the grave digger, noticing Mr. Depew, buried very deeply in thought, asked: "And, shore, Misther DaPew, whot seems ther ba thay mather?"

Mr. Depew—"Why, Pat, I have been thinking of a suitable inscription for this arch, and cannot think of anything to suit me. I have been thinking of the words, 'A place of rest.'"

Pat—"Oh, and shore, Misther DaPew, that's dead asy."

Mr. Depew—"Why, what would you suggest, Pat?"

Pat—"I would put on thire, 'We came ter stahy.'"

This is what I think of the O. R. T. boys on the N. P. System, "Vot U Say, poys?" We come to stay, and will no doubt accomplish what we are entitled to if we follow "Old Pat."

The boys are all baiting their hooks for "nons." Look out, boys, that you don't get the wrong bait, and catch a sucker or a lobster.

I also note that some of the boys that have left us during the conference are anxious (as the dutchman said to me in Philadelphia one day when I asked him where he was keeping himself, he says: "I mofe." I asked him where he moved, he says: "I mofe pack again." So with some of these brothers, they would like to mofe pack again) to come back into the fold.

Bro. Gilbert is still tickling the wires at "A." He is as slippery as ever, and if you find him in bad humor and curling that moustache of his, put on your spurs, as you will find the wires getting very nervous, which is worse than a case of small-pox.

Bro. Cronin does the "owl act" at "A." I don't know of any bad faults with "DR," with the exception that if any of you single boys are impressed that he ain't the swell masher of the town you just try it, and you will change your minds, and ask permission from "DR." Well, Doc, hold a good thing, but don't forget your friends in need.

Bro. Waters is still holding down "NS." He is a hard pusher.

Bro. Dostaler is again in the harness at "DX" after a trip East. I presume he went East to get a good square; don't think these North Dakota crackers and sow belly agrees with his constitution. How about it, "DO?" I noticed he had a good strong nerve when he returned, and did not do a thing to the would-be's.

Bro. Coombe is still battling with the manager-ship at "GI." Pretty good boy, and the O. R. T. can be proud of the selection they made for the position which he now holds. "He is a hard hitter for the cause," but why should he not? You just ought to see him mesmerize a beefsteak; you would say that I am George Washington's uncle—never tell a lie.

How about the pasteboard word register, "HA"? Well, Jim, spend your money and save your brains by buying one already on the market.

Bro. Lilly is doing the "owl act" at "GI" for the present, owing to breaking in a new man. I wish you boys would remember that he is a fine flower, always in full bloom, and the girls have made several attempts to pluck him, but thus far have made no success of it. Girls, it costs a lot of money to buy this flower.

Bro. Houck is doing the relief act at Huntley nights, vice Johnson, who is in Brainerd Hospital for treatment. We wish to extend our sympathy to "K" and also would beg of "K" to extend same to his dear little sweetness, as we know that both are not enjoying the world as heretofore, but hope things will soon prove more favorable, as I would regret very much to learn that he was also obliged to go to the hospital for treatment. Hold up your courage, old man, and if any indications which might prove serious, call on your brothers, who we know will always extend a helping hand to a brother in need.

Bro. Landon still holding down the agency at Richardton. Does it keep you busy carrying mail since you lost your trustworthy night man? You will note that the brothers are all in sympathy with the two hearts beating in unison and trust that you will extend a soothing hand.

Bro. Aler is holding down a very responsible position at "B" office. How are you and your night pets pulling together; understand he turns them over every night before going to bed. They used to be very unruly with a former victim of this noted place. They would play gymnastics over his cot, and occasionally would make a mis-slip and land on his cot, and then would go practicing surgery on him. After a long battle he captured the rebels. It is rumored that our brother is buying considerable milk at the ranch, "HA." Can't fool old Uncle Rube. Did you ever see the sign, "Beware of the dogs?" Be sure you hold the right trump, old man.

Bro. Milledge still keeping company for Bad Land Charlie, at "ME." He still holds a good nerve and slings lightning at a fierce rate. Stick to her, "M," but beware of that "ME" Red Eye. It breeds snakes.

Understand the night office at "RH" will be closed for the present. This will no doubt dis-

turb Bro. "S's" sleep, and put his bell in full operation. I would suggest if your bell does not wake you to call on Bro. Aler, at "B," and get one of his trained pets. They will no doubt fill the bill.

The boys in "BG" office are all on deck, as near as can learn, but some changes will soon be made at this place, as you can never hold a good man down to the grindstone. We all regret the contemplated change, but presume that it is a question where money talks. We wish you all success, and trust that your successors will render the same hospitality to all concerned.

I was talking to one of our brothers who is holding down a North Dakota section house job a few days ago. He pleads that the job is all right (for a convict), but he does not like the feed, and gave me his bill of fare:

BREAKFAST.

Murphys (with their coats on),
Rubber hose (for sprinkling the lawn);
Sow belly and punk (served "a la" Yaun).
This is the grub at ("The" De Fawn).

DINNER.

Pickled eel's feet (dissected for fat),
Stewed cactus (which will petrify your hat),
Beefsteak (pounded to death with a bed slat),
Bacon and cabbage (that would poison a rat).

SUPPER.

Tallow candles (with crackers on toast),
Cow grease (that will chase an angel Ghost),
Walking cakes (thinking this fine and a boast);
If you don't believe this, come here and get a roast.

This is rather hard luck for one of our brothers, but he seems to survive the situation remarkably well in comparison with the boarding house rooster, who gets the crumbs of this grand spread, and the brother says every time this rooster wants to crow he has to back up against the house to say, "Gukst simlic good." I understand he is a Dutch rooster.

CERT. 473.

Brothers, we are too much under that isolated feeling so experienced by the soldier who, not feeling his fellow touching his elbow, overlooks the fact that he still has his support, and thus gets flunky. Now, we must get over this feeling and realize that in defense of our rights are over five hundred brothers on this road willing and ready to support us, and we must also realize that when we allow some petty official to trample on these rights we not only injure ourselves, but we injure our brother, as we thus help make null the rules issued for his protection and at the same time we violate rules of the company. We have officers in our organization to take up any case of injustice suffered by our members, and we have the assurance that no act of injustice will be tolerated by the management. Now, brothers,

reach out and touch elbows with a brother once in a while and you will soon lose your feeling of isolation and wake up to the fact that your brothers are within supporting distance, and I want you to also wake up to the fact that you can by a little effort on your part add to the number of your brothers.

Yours in S. O. & D.,

SCRAP.

Elizabeth, N. J., Div. No. 74.

Our regular meeting of February 9th was not as well attended as it should have been. While there may be some excuse for this, by reason of the extreme cold weather this evening, hence the slim attendance, but there are other times that we know of, when quite a few of the brothers could very conveniently make their presence conspicuous at those meetings, which are only held once a month. Boys, you don't know what you are missing. Be up and doing. Do you "13"? Please try and put forth an effort (those of you who can) and be on hand at least once in a while in future. It is to your interest, one and all, to do so.

By request of several of the brothers from the High Bridge Branch who were in attendance at our last meeting, it was decided to hold a special meeting Sunday, February 24th, at Port Oram for the convenience of our strong membership in that locality. The loyal ones of the branch were there in force. It is also contemplated to hold another special meeting soon at some point on the N. J. S. Division.

Mr. Frank Wagner (one of the best in the "biz") and first trick man at Spring Street tower, made a flying trip across the border into Connecticut to see his brother.

Bros. Fox and Sebring made their escape from the bunch very nice on the way from the assembly rooms. It was a fire alarm, by the way. We will excuse you this time, but please don't let it occur again.

Bro. Brelsford, second trick man at "GW," had the misfortune to lose a considerable sum of money a short time ago, or rather, was stolen from his coat during his brief absence from the tower, while a new man was posting. Bro. Brelsford did not discover his loss until his new friend had departed, but upon the new man's return the next day a search of him was promptly made by the police, failing to find any of the money on the fellow's person. Of course, this would hardly be possible to find any of the money on his person, since one night elapsed. The money was evidently put in some secluded place. Bro. Brelsford conscientiously does believe that his new acquaintance swiped the money. However, the suspect was immediately relieved from the service by the superintendent of telegraph. The boys on this line will remember that gent and give him a

wide berth in future should he stroll along this way.

Mr. Harry Hiney, an operator from Middleport, Pa., did extra duty at "K" office (Bound Brook) for several nights on the P. & R. side.

Three new recruits were mustered into the ranks of the faithful at our last meeting. That's right, boys, keep your eye on the new arrivals. We will eventually land the few older ones that are left in time, if we do have to get a yoke of oxen to do it, see!

Bro. Gray, of Sewaren, accompanied by his wife, spent a few days pleasantly visiting the scene of their childhood at Frenchtown on the Delaware.

At "K" office (Bound Brook) we find Bro. Somers, an old timer, who proudly wears the little button which represents the bread winner. Mr. W. H. Bauder, formerly with the Lehigh Valley at Penn Haven Junction, holds down the night job at "K" very creditably.

Bros. Hunt and Cruiser, of Farwood, an enthusiastic pair, don't forget when it is meeting night, and are usually there, with both feet, too.

It is to be regretted to note the long list of names of the persons who figured so prominently in defeating the cause of the Santa Fe telegraphers. A most dishonorable list, indeed, to be published and circulated throughout this great United States, and more shame it is for those "scabs" to whom full credit (of its meaning) is due. Since the correct definition of the word "scab" has been clearly illustrated in the last issue of THE TELEGRAPHER, who would be one? Answer: Well, no good, honorable American citizen.

Your correspondent worked on a certain line of railroad at one time where the O. R. T. was practically unheard of. All efforts on my part failed to land the night man into the fold, as he was the kind of a fellow who never could be convinced. However, one morning when I went into the office to relieve him he gave me what, in his mind, was a corker of a riddle to solve, viz.: "When is a man not a man?" Here's where I thought a little bit of the real Blarney would be very applicable in answer to my friend. I replied: "When he is not a union man," and isn't it true? My friend never gave me any more riddles after that. Such a coolness that existed thereafter! Well, he really reminded me of the iceman in winter time.

Changin' the soobject, I hear thim askin' who the lad is it that rites to THE TELYGRAFER from Division seventy-four. Phwat a noice quistion tis to be askin' at this toime. Well, for your infermayshun, I'm not any relayshun (pwhwat-iver) to the mon that lit the fuse that set off the blast that wint oop in the air at Harlem. If that don' suit yez foind out frum some oother soorse, and if ye don't hear frum your ould frind agin, don't think I'm dead, fer I might be the liveliest corpse iver yez seen. Well, top o' the mornin' to ye, bys, I must be afther goin'. Ye know me toime do be preshus.

SERTIFICAT 439.

The regular monthly meeting was held in the rooms on March 9th, Chief A. K. Gerry in the chair. There was a good attendance and regular routine business was acted on.

Bro. John Bowles, Chief of Division which has just been instituted in Trenton, paid us a visit and gave an interesting account of how the boys are getting together on the P. R. R. Several other members spoke on matters pertaining to the Order, when the meeting adjourned at 11:15 p. m.

On March 17th a special meeting was held by Elizabeth Division No. 74 and one of the largest crowds that was ever known turned out. Chief A. K. Gerry presided and was very much pleased at the way the boys responded to the call. Matters of the highest importance were up for consideration and a very interesting time was had.

Taking it all in all it was a most gratifying meeting and shows that the boys are firm. After a number of interesting speeches the meeting closed at 11:30, to meet again April 13th.

JONAH.

On Saturday, April 23d, we were honored by a visit from our old friend, Bro. T. M. Pierson, First Vice-President of the Grand. A delegation of the boys called on him on Saturday evening. Among those who called were Chief A. K. Gerry, First Vice T. H. Fox, Secretary and Treasurer M. H. Shafer, Past Secretary and Treasurer and Second Vice H. R. Sebring and Bro. John Kelly, who were heartily glad to meet Bro. Pierson, and a pleasant time was spent until a late hour, talking over the good and welfare of the Order.

On March 22d Bro. W. W. Simpson, of Division No. 74, who is dispatcher at Long Branch for the N. Y. & L. B. R. R., was appointed a member of the State Board of Labor Arbitration in New Jersey by Governor Foster M. Voorhees for a term of three years at a salary of \$1,200. Governor Voorhees made no mistake in appointing Bro. Simpson, as he is fully qualified to fill the position, and the members of Elizabeth Division No. 74 unite in offering their congratulations.

Our genial Secretary and Treasurer, Bro. M. H. Shafer, who lives in the suburban part of Elizabeth, has a fine place and is going into farming and chicken raising on an extensive scale this season. After he gets through "pounding brass" at "AU" "Mike" can be seen evenings working around his garden. We wish you good luck, "Mike."

Our friend, the "Boxer," from the High Bridge Branch, was at the special meeting on the 17th, looking as jovial as ever. Boxer is a member of the ball committee and says there will be plenty "doing" on April 19th.

The boys are wondering if Bro. John Kelly is still making visits to "537 Madison." He refuses to talk on the subject and says to "ask Fox."

There is a rumor afloat that Bro. Angus Allen does not take his Sunday dinner at Bro. Roan's boarding house at "W" any more. How about it, Angus?

Bro. Percy Calloway has been transferred from "AV" to Claremont tower on the last trick.

Bro. Gus Brown, who holds down the "owl" trick at "FX," has quite an ear for music and not being satisfied with the violin and cornet, has purchased a new piano and has engaged a music teacher, and it's a "lady." Look out for the fellow next door, Gus, he's a husky fellow.

Elizabeth Division No. 74 will hold their annual ball at High Bridge, N. J., on April 19th, when a big time is expected. The following committee has charge of arrangements: W. R. Lance, Chairman; D. F. McCarthy, G. N. McLean and W. H. Force. No expense will be spared to make this one of the best receptions that 74 has ever held, and a large crowd is expected.

One word, boys, try and turn out to the meetings, for it is of great importance to you. While we are having a good turn out at our meetings lately still there are a number who can attend and do not do so. Let us see a good attendance on April 13th, and at all our future meetings, for the O. R. T. is the only friend a railroad operator has these days.

JONAH.

Bro. Sebring, our former Secretary and Treasurer, has been transferred from Elizabeth to the day ticket agency at Jersey City. In this change the worth of a good man is thereby appreciated, as it means better salary for our loyal brother, and is virtually a promotion.

Bro. F. W. Klasse, from Oklahoma Territory, is in our midst, having secured a position of extra operator with the C. R. R. of N. J.

On Sunday morning, March 24th, at 6:30, a most disastrous wreck occurred on the N. J. C. Division at Glen Gardner Station. An east-bound extra freight train, drawn by Engine 427, while coming down the mountain the train parted, the rear end collided with the front portion with awful force, strewn the cars in all directions over the tracks. The train was a mixed freight, and was made up at Hampton Junction yard, with twenty-two oil tanks on the rear. Shortly after the collision an explosion took place, which ignited the oil in one of the tanks. Finally the flames spread so rapidly that before any assistance could be rendered, eleven of the tanks, together with twelve dwelling houses close by the tracks, were consumed in the blaze. The little village was aroused to a high pitch of excitement. So early in the morning, people fled out of their homes in their night clothes, believing that the world was surely coming to an end. The road was blocked for about eighteen hours and telegraph communication was also cut off for a time by reason of the intense heat. Fortunately none of the train crew were injured. The loss to the company will run up into good round figures.

A special meeting of this Division was held on Monday evening, March 18th. As matters of vital importance were discussed a good attendance was the result. There is no reason why our

regular meetings cannot be better attended. Don't stand on the street corners to express your views probably to some party disinterested in your welfare, but come to the Division room, the proper place to be heard.

Bro. Holohan, of "RN" tower, went home to the Pennsylvania coal fields for a few days and mingled among his enemies and friends. "H" thinks the mountain air is far better than that which comes from the Jersey swamps.

A china dinner set of 112 pieces chanced off by Liberty Island Lodge, B. R. T., No. 99, of Jersey City, was won by Miss Annie E. Mink, of East Orange, holding Ticket No. 15,888. This for the information of any brothers holding tickets.

Boys, beware of tramps and bums. Unfortunately, we have some of that class in the telegraph profession. Recently we had several in our midst. How long did they last, eh?

Bro. Gerry bears a striking resemblance to ex-President Cleveland. We don't know what Al's politics are, but we do know he is all right in the right place.

There are a few stray sheep along the pike whom our good shepherd has tried in vain to bring into the fold. The indifference shown is inexcusable to say the least. It is a well-known fact that you are enjoying the fruits of the O. R. T. There are some people quite willing to grab all they can get. Yes, that which they never labored to procure. The following is quoted in Scripture. "He who is not with me, is against me." So be it. NIGHTINGALE.

B. & O. S. W. R. R.

Cincinnati District--

Spring has come and the trees, flowers and grass have begun to show new life. Boys of the B. & O. S.-W., now is the time to show your love for our Order. As the grass takes on new life in the spring, so should every O. R. T. boy take new life and let the "nons" know that we are not dead—only sleeping. Everyone knows we are in fine shape on this district, but "fine" is not enough. Let's make Division No. 9 the foremost Division of the Order. Of course, it is not possible, nor is it expected, for us to outrank any of the system divisions numerically, but we can and will be considered one of the very best in the Order. We already hold a high place, but we must better it. Now, let every brother put his shoulder to the wheel and push. Don't say that the secretary will attend to this and that "non," but make the non-member the object of your own pen. Write him. If he does not answer, refer his case to some other brother and let him try. It will do wonders and at the same time requires no special effort on your part. Now, one and all, make it your motto, "North Vernon Division No. 9 must rank first." One petition from each member would mean our membership doubled.

Our friend and brother, Carl Hicks, has left us for the West, to what part we do not know, but "HK" can hold anything in the West.

Understand Watkins, of Brower, has accepted Cochran nights, regular.

Bro. Siemantel was at Storrs a few days on account of Wiedman being away on a visit. Dixon, of Fort Ritner, filled the place of "SM" at "XN."

How do the boys like this new deal on Sundays? I have heard lots of bad words said when told to stay until 7 p. m. It is a rough deal.

Louisville District--

Bros. L. L. Weir and A. A. Dobbins, at Watson, find themselves very busy during the present rush.

Bro. Loftus, at Lexington, the old wheelhorse and General Chairman of the Board of Adjustment, is preparing to move into his \$5,000 mansion that is nearing completion. Will you send us a "bid" to the dedication, Tom?

Bros. H. H. Blocher and G. V. Copeland, at Blocher, have endeavored to send in as many petitions as Mr. Alverson, at Charlestown, and Wood, at Otisco, send out second-grade students, but they are forced to give it up as an impossibility.

Bro. J. L. Swarthout, at Lovett, promises to send in the petition of his new night man, Mr. Demann, at our next meeting.

Washington District--

Agent Fitzgibbon, of Medora, was off a few days taking in the sights at Rivervale.

Bro. Cavanaugh has again resumed duty as "night owl" at Fort Ritner, having returned from Mitchell, where he has been working for Bro. John Clark, who filled the place of agent at Medora while absent.

Bro. Funk is now agent at Rivervale, Agent Hallerman being transferred to Claremont.

Opr. Chas. Dixon is working the night trick at Rivervale. Charlie, it is about time to fall in line and become an O. R. T.

Bros. Holmes and Cavanaugh, of Fort Ritner, took advantage of a good thing and took in the minstrel show at Seymour March 11th.

St. Louis District--

Bro. W. C. Haynes, of Claremont, has obtained a leave of absence on account of poor health, and intends taking a trip West to recuperate.

Bro. V. B. Turner, formerly nights at Claremont, has been appointed agent at Huron.

Springfield Division--

Some few changes have taken place on this Division in the past few weeks. Bro. G. L. Conner was promoted from Beardstown nights, to Taylorville days, relieving Bro. Brown, who went to Tower Hill as agent and operator.

Our highly esteemed brother, Bro. Peck, is working on another case, we understand. It is hard to keep a good man down. Stay with 'em. "PX." You are all right and deserve the credit.

We have a few "infidels" left on this Division, but hope to "convince" them before the end of this term.

Too bad we can't land a single man in "H" office, but Day Opr. Fox has expressed his desire to become a member in the near future.

Our overtime clause is helping the boys to a very great extent. As for myself, I have made fifty cents in the past two months, but am glad to state that I got paid for all overtime worked.

The correspondent knows of a non-member or two who send in their over-time slips regular. Just ask them to join the Order and they will say: "How does it benefit us?" Think of the nerve a man must be possessed of.

Some of the agents at the larger stations were called to Cincinnati to discuss freight matters with the general superintendent and other prominent officials.

Bro. W. S. Carson, of Pleasant Plains, is alive to the company's interests, as every Order man should be. It is said his excuse for No. 4 wire being left open was to save the zincs as much as possible.

Bro. Huber, of Philadelphia (Ill.), now uses the scales that fell from his eyes to weigh his overtime.

Mr. C. R. Tate, telegrapher and assistant agent at Virginia, will, ere long, be numbered with No. 9, and it is predicted he will honor the organization and the B. & O. S.-W. with his best efforts.

Bro. A. F. Tate is agent and telegrapher at Bluff Springs. He being a full measure of influence to the aid of the Division, as for several years he has been at the headquarters of the Order.

Bro. F. P. Reiley, days and cashier at Beards-town, carries an up-to-date in his "west" pocket, and will extend the right hand of fellowship to the worthy of it.

Mr. W. J. Ward has been appointed telegrapher in the office of Division freight office at Springfield. The wires were cut in this office March 17th, creating an additional telegraph office for the S. D. Mr. Ward has promised to be with us soon.

Mr. F. Z. Heath, Jr., relieved Mr. W. J. Ward as day man at Pana, Mr. Ward going to Springfield "JD" office.

Bro. B. F. Russell has been appointed agent at Beecher City, vice Mr. E. M. Golden, resigned.

C. & N. W. System, Div. No. 76.

To All Members

I desire to say a few words through the columns of THE TELEGRAPHER with Bro. Perham's permission.

First, I would like to receive recommendations from the brothers of the different freight divisions of this road for a correspondent to THE TELEGRAPHER who will correspond regularly. I desire a correspondent on each division, so that the items will cover the whole system each month.

Secondly, I wish more of the brothers would personally work on the "nons" in their immediate vicinity and I will furnish blanks, etc., whenever needed. There are a number now doing this work, but all should exert their influence in this direction. With a very little of this work we would have a solid division this summer.

Third, there are a few of our members who have not paid current dues. I hope all will remit by April pay day, as it takes some finances to run a division, and we should all be anxious to keep in good standing. We have made fine gains so far this year, and a little individual effort from each member will make a great showing in the aggregate. We have progressed as rapidly as most of the large systems in the past.

Although a little previous I would advise members on the different freight divisions to be looking for officers to be elected in August next. I have a few petitions already filed by some of the freight divisions.

Yours in S. O. & D.,
C. A. RANSOM,
Gen'l S. & T.

Bro. Millard H. Moore was instantly killed while on duty by No. 15 C. N. W. fast mail at East Ames office February 11th. Bro. Moore was trying to get a detail from No. 20 east bound and not noticing No. 15 approaching, which he evidently forgot was coming. Bro. Moore was a jolly, good-natured fellow, respected and loved by all his associates; also a solid O. R. T. man, who leaves many friends who mourn his loss.

Resolved, That as it pleased our Heavenly Father to remove Bro. Moore from our midst, and while we mourn his loss, we extend to the bereaved parents, sisters and brothers our heartfelt sympathy in this great affliction, commending them to Him whose spirit alone gives comfort and hope when called to pass through the valley and shadow of death.

CERT. 3317.

Chesapeake & Ohio Railway.

Alleghany District—

Our regular monthly meeting was held in Clifton Forge at the Masonic Hall, Wednesday, March 20th. A very good crowd was present. Owing to the bad, rainy night, they all seemed to be having a good time among themselves and everyone in a big glee when Bro. E. L. Stratton, General Chairman, sharply at 8:30 gave the signal to come to order and get to business.

Bro. L. E. Hicks, Chief Telegrapher, being absent from some important cause, Bro. Stratton filled the vacancy. Roll call showed twenty-two members present, as follows: Bros. J. T. Hicks, North Mountain; S. M. Alvis, Longdale; E. W. Mosely, O. V. Marks and J. A. Traub, Clifton Forge; W. F. Stinnet, Walkersford; C. W. Marks, Stapleton; R. E. Hendrix and Wills, Lynchburg; W. P. Bickers, Holcomb Rock; J. S. Hamilton, Waugh; E. L. Stratton, Balcony Falls;

C. A. Seal, Gilmore Mills; W. L. Hammit, Alpine; T. B. Young, Springwood; W. S. Johnson, Burke; A. L. Flaherty, Eagle Mountain; Goodwin, Salt-petre; T. L. Dunlap and E. H. Steele, Haden, and C. L. Miller, Iron Gate.

We all were very sorry that Bro. Alvis was feeling too bad to remain with us until meeting was over, and hope next time he will be feeling all right.

Minutes of last meeting were read and agreed upon by the usual vote. Being but one file of correspondence to read Bro. Stratton gave us a long and encouraging talk, and we all hope a bridge will be built for him when the river is reached.

Brothers, there is surely some good going on in Division No. 40, and why not keep it a-rolling? Let each and everyone work for the good of others and not for himself alone, and build the Order to its utmost height. It is with some satisfaction for a member of his own Division to look through the journal and see from six to eight pages of it occupied.

But few changes have been made since last issue.

Bro. Hendrix transferred from Twelfth Street tower nights, to Glasgow days.

Bro. Dunlap goes to Haden days, and Bro. Steele takes the "owl trick" again.

Mr. H. T. Phillips resumes his regular place at Iron Gate, and Bro. Miller pulls the levers at night. "P" says he does not like it much.

What has become of "CB" at Tyree? Can't understand his silence nowadays, unless it is that he has given all his attention to the little "blue-eyed darling" on the hill. How about it, old man.

CERT. 197.

Alleghany District—

(Alleghany District, Clifton Forge to Hinton, was formerly known as Greenbrier District.)

Being appointed correspondent for the Alleghany District by our worthy chairman, I suppose I will have to write whether I want to or not. So here goes.

Our regular monthly meeting at Hinton was held in Masonic Hall, Friday night, February 22d. Meeting called to order by Bro. Holt, assisted by Bro. Bobbitt. Roll called by Secretary, Bro. Jim Rushford, who is never absent from his chair on meeting nights, showed quite a number of the boys present (mostly from New River, though).

After roll call the meeting got down to business, of which there was no little on hand, which, however, is not to be spoken of here. The business being disposed of to the satisfaction of all present, we were then given some good and timely talk by Bro. Duncan, from Hardware, Va.

Then there were speeches by Bros. Holt, Bobbitt, Rushford, Pope, Bass and a few others whose names I do not remember. Altogether we had a good time and everyone enjoyed themselves. We also received several new members into the Order.

It did my soul good to see so many of the New River boys out, but they never fail to attend

meetings in goodly numbers. It's only the Alleghany District boys who we have cause to blush for. Now, I cannot understand this. Surely we have as good men on this District as they have on New River, yet you don't attend meetings. You don't apparently take any interest in the Order more than to pay your dues. Now, why is this, can anyone tell me? There is hardly a man on the Alleghany District who is not receiving \$5 or \$10 each month that he would never have seen only for the O. R. T. As you all know Bro. Holt will get you passes and you can go down on 99 and back on 98. You can certainly afford to lose a part of one night's rest once a month for the good of the Order. We venture to say that if the company should offer to pay you \$1 or \$2 each month for attending these meetings the lodge room would be crowded every night, and you would doubtless make a kick for two meetings a month. The Order has given you \$5 and a good many \$10 each month, yet you stay away. Why? Because you know some of the others will attend to the affairs of the Order while you are taking your sweet sleep. You had better get out and learn how now, for you don't know when it will fall on you to look after it, or fall through, one of the two. Now, brothers, act like men, come out to the meetings. Show that you have some energy about you, and that you are not satisfied to exist as mere excuses. We own that the strong must bear the burdens of the weak, but you do not want to be counted with the weak, do you?

And now we will say to those who are still out of the fold, that you will soon be left alone, as we are taking the boys in, not one by one, but by the dozen. We will be glad to count you as one of us, but the day may be near at hand when you will not be begged to come in.

Yours in S. O. & D.,

CORRESPONDENT.

Huntington Division—

Our regular monthly meeting was held at Hinton, Masonic Hall, Friday night, March 22d. Called to order with Bro. Bobbitt in the chair. Good attendance from New River District. The boys down there take the proper interest in the meetings. But we are forced to admit that our Alleghany District is not so near "up to date."

Come out, boys, don't neglect these meetings. They are the life-giving fluid to your soul. If you will just make a break and start you will find it is not half so hard to lose a little sleep as you imagined. We used to think it would kill us to lose a few hours, but now since we have tried it we find it don't hurt us a bit. You could not hold us back with a forty-foot pole now.

Bro. McLaughlin, of Low Moor, says he would have been with us but for his twin babies, a boy and a girl. Mack has not sent out the cigars yet. How about it, Mack?

Bro. Hanifin, of White Sulphur, reports he would have been with us but for the fact that he

had to meet and vanquish a rival at the home of his best birl that evening.

Bro. Holt, of Jerry's Run, is running a one-eyed batch, cooking ash cakes while his wife is visiting down in "Old Virginia."

We understand Jim Fleshman, of Backbone, is going to get married real soon now. Jim is going to join as soon as he gets married, he says, for he wants some insurance then.

WILD BILL.

James River and Penna Divisions—

James River and Penna Divisions of C. & O. Ry. held their regular meeting in Richmond, Va., February 27th. Bro. L. G. Bently, Chairman of Penna Division, presided in his usual graceful style. The application of Mr. H. K. Groves was received and accepted and much important business was attended to. As a side issue a few of the brothers were taken aside and introduced into the mysteries of "Buffaloism." Your correspondent having been "dehorned" when a yearling, was not considered a fit applicant.

There is much being done to build up the Order on the C. & O. Our General Chairman deserves much credit and praise for his untiring efforts in its behalf. Our Local Chairmen, too, have all had their shoulders to the wheels and have done much towards making the C. & O. solid O. R. T.

Bro. Duncan made a trip over some of the western divisions and we "13" his pleasant smile won the heart of many "nons" out there. "Right man in right place" (Bro. Duncan).

Now, brothers, while our Local Chairmen are working like beavers for us let us not forget the cause and stick a peg at every opportunity. Some brother may wish to know how he can do this. Now here in Virginia, as you all know, there is to be a State Constitutional Convention to be held in June, and this presents to the skilled laborer a chance of a lifetime in this way. As we all know the policy of the government towards large corporations under the present State constitution has been dominated by railroad attorneys and corporation lawyers as members of our Legislature and Senate. For instance, what killed the Employees Liability Bill? This faction supposed, too, to represent the people. Now, I want to call the attention of every skilled laborer in Virginia to these facts. First, we will soon be called on to vote for a man to represent us in this constitutional convention, and we should make every effort to keep corporation lawyers out of this convention, and use every honorable influence to get those we do send there to have incorporated in this constitution a clause to become a part of the organic law of this State, that no one who is or has been (six months prior to his election as a representative) an agent or attorney of a corporation, shall have a vote on any measure effecting said corporation or company. If the laboring man will weed out the corporation attorneys and agents from our body of lawmakers there will be a show for some legisla-

tion for the benefit of the laborer. If we can get rid of this influence in our House of Representatives and State Senate, there will be some show of getting a law passed to force telegraph operators to stand a State examination and hold a diploma before he is allowed to practice the art of telegraphy in our State. Such a law would at once in a great measure do away with the "ham," to a great extent settle the wage question and elevate the operator from a mere hireling to professional man. I call on every skilled laborer in the State of Virginia to give this question earnest consideration, and let us all pull together and at one blow sweep from our path the greatest obstacle that ever the laborer had to face. But my pen is running away with me and I must get back into line as division correspondent.

There are few changes along the James River.

Bro. Duncan, agent at Hardware, is off hustling the "nons" and is relieved by Bro. E. P. Toney, who in turn is relieved as night operator at same place by Mr. Harford.

Mr. Fields, agent at Warren, has been off for some time, being received by Bro. R. L. Brown. "BW" can do the work and no kick.

Bro. R. M. Foster has been sent to Washington to help the boys out during the inaugural rush. "RM" can sling as much lightning as the next man.

Mr. E. T. Whitlock, night man at Elk Hill, is on the sick list. Mr. H. A. Ranson is relieving him.

The Penna Division claimed one of our best brothers some time ago. Bro. G. S. Goodwin was given the agency at Walkers, Mr. Sam Garrett was transferred from Penna Division and relieved Bro. Goodwin as night man at Sobet. Sam is a little slow, but he will be one of the boys soon.

Well, there is the dinner bell, or rather it is "William" calling for cars, so for fear of breaking the circuit will cut out.

Div. Cor.

Ashland, Ky., Meeting—

When, about a year ago, some of the old guard of the Kentucky and Kanawha Divisions tried the experiment of holding monthly meetings at Ashland and had the nerve to ask the officials for transportation to and from same the timid held their breath at their audacity. And if by any chance their name should have appeared on the list of those wanting passes they would have immediately began packing their turkeys, while even some of the older members prophesied failure. When at the first few meetings there could scarcely be noses enough counted for a quorum. But strong in the justice of their cause they have by tireless energy, patience and untiring labor made the Ashland meetings a success beyond their expectations, as was exemplified last Saturday night when No. 18 from Cincinnati pulled into Ashland with a representative from almost every station between Dayton and Ashland. From Bro. Welsh, with his silvery locks, who has come back into the fold after an absence of eight

years, to the youngest men in the service—they were all there.

But I must not forget the Lexington, Big Sandy and Kanawha Divisions. The way they *didn't* turn out this month was a caution. Come, boys, this won't do. The material you sent us was first-class; none better, but there was not enough of it. It's discouraging to us on the Cincinnati Division when we come with a crowd and find the platforms deserted.

Bro. Joe McAllister, of Paint Creek, officiated as Chief Telegrapher, and the way he wields the gavel is worthy of imitation. Come again, Mc, you were surely the right man in the right place.

And Bro. Welsh gave us a grand talk, and there was more truth than poetry in it, too. Bro. W., we need you; come often.

Bro. Willis brought in four new applications to swell the rising tide, while Bro. Hiser added one more.

We were all glad to see the exclusive agents getting in line—Bros. Welsh, Cason, Klein, Wykoff and the rest. When we have only the little fish to work for there's no hard job ahead of us. Come, boys, get into the band wagon.

We are gradually getting rid of our "nons." W. R. Cain, of Dover, we understand, is working for the S. F. Scabbed during the recent strike and remains with them. Well, he feels more at home out there with the scabs than he ever did on the C. & O. But how he reconciled his religion with scabbing is more than I can conceive. S. F. boys remember him.

Harry Schnelle, a "non" who had no use for the Order and who thought he was going to stay at Broshears forever regardless of Mrs. Nation, Jim Jeffreys or the O. R. T., is now a tramp, having lost out a few days ago. Understand he now thinks the Order is "OK" and contemplates joining us and having his case taken up. Well, no, Harry. Not until the ship's gone down a thousand years.

Wonder who will be the next to go? Who said Fair Ground? No, he tells me he's going to be here a thousand years. And thinking of "FG" reminds me of "hams."

"I would to God the giftie give us to see ourselves as others see us." Of all the contemptible things on earth a "ham factory" is the worst, and I understand there are still a few down the line, and some run by Order men. Ye gods, what can they be thinking about? Let Broshears be a lesson to you. Schnelle learned Bro. Harrison there. To-day he is on the hog, while Bro. Harrison has his job and is a solid Order man.

Bro. Murphy, of "MS" cabin, is taking a thirty-day vacation. We hear it rumored that he has his own consent to bring back a better half. Don't know what the girl thinks. Bro. Yancey, of Limeville, is doing the trick in his absence.

Bro. Glenn, of Limeville, expects to soon go to Garrison days. Hear something rumored about matrimonial intentions there, too.

Bro. Jones, of Glenn, will soon go to Wellsburg days, while Bro. Byrne will take charge of Limeville days. Understand Bros. Hutchison, of Glenn, and Bro. Jack Ishmael took several degrees in the Buffalos at Vanceburg recently.

Bro. Hennesey, of Augusta, is in politics now, running for county prosecuting attorney with good chances of success. Luck to you, Bro. Hennesey. You should have my vote were I in your county.

Bros. Meyers and Reed now hold down Augusta days and nights. That must be a hot town from the neckwear Bro. Meyers sports.

Bro. Bill Bonnell has cut us out and accepted a position in Mr. J. T. Earl's office, Cincinnati. Luck to you, Bill.

Bro. Rinehart, of Garrison, has discovered through the book of Heraldry that he's a relative of Mrs. Nation and has joined the Hatchet Club. Cut the gang out entirely.

We hear Bro. Doc Willis has bought himself a farm near "SV" and moved thereon. The pumpkins that fellow will raise!

Now, boys, come to meeting next month. They will do you good. They are the life of our local organization and should be attended.

OHIO DYKE.

St. Louis Division, No. 2.

St. Louis Division, No. 2, met on its regular meeting night, March 19th. The roll-call showed all the officers present, except the First and Second Vice-Chief Telegrapher, both of whom were absent from the city.

Minutes of last meeting read and approved.

Nine applications for membership in the Division were read, balloted upon and elected to membership.

The Employment Committee reported one vacancy in North St. Louis, paying \$45 per month.

It was proposed that we make our second meeting in April an open one, and invite all telegraphers to attend, whether members or not, for the purpose of creating interest and attracting the attention of the non-members toward the benefits to be derived from membership in our Organization.

After a lengthy discussion of the subject, it was agreed that we should hold the meeting above described, and in the form of a smoker, and that invitations be issued to all telegraphers in and around St. Louis to be present. Addresses will be delivered by President Dolphin, Grand Secretary and Treasurer Perham, Past Grand Chief Bro. A. D. Thurston, Member of the Board of Directors Bro. T. W. Barron and as many other grand officers as can arrange to be present. Further arrangements for this open meeting are to be made at our next regular meeting, April 1st.

Bro. P. L. Yerby was appointed as Commissioner to take testimony in the matter of charges preferred by Bro. L. W. Quick against Bro. F. J. Wilson.

Bro. W. M. Holman, a member of Missouri Pacific System Division, No. 31, presented plans for

the representation of our Organization at the World's Fair to be held in St. Louis in 1903. Action on this matter was postponed until our next meeting, pending investigation of said plan and also one of similar nature being agitated by other organizations in this city.

Meeting closed in regular form at 10:30 P. M.

A review of the work done by our Division during the last thirty days shows that thirty-six additions have been made to our membership during that period.

Meeting of April 1st called to order at 8 P. M., with all officers present, except Second Vice-Chief Telegrapher Bro. Lyons, with more than twenty-five members present.

Minutes of last meeting read and approved.

Twelve petitions for membership and one application for transfer by card were read, balloted upon and all elected to membership.

Two candidates being present, they were duly initiated.

The following communication was then read:

St. Louis, Mo., March 22d, 1901.

Officers and Members all Railroad Brotherhood Lodges, St. Louis and East St. Louis:

Brothers—Believing that it is to the interest of the railroad brotherhoods and the membership in general to be suitably represented at the Louisiana Purchase Exposition, to be held in St. Louis in 1903, an informal meeting of the undersigned was held in the general offices of the Order of Railroad Telegraphers, in the Fullerton Building, on Thursday evening, March 21st, for the purpose of discussing ways and means to properly place this matter before the different lodges of the brotherhoods in the cities of St. Louis and East St. Louis, and for the further purpose of getting the matter before the membership thereof, with a view to establishing an association to carry on the work.

To this end a motion prevailed that those present should constitute themselves into a temporary committee and elect a temporary chairman and secretary.

Bro. L. W. Quick, Chief Telegrapher of St. Louis Division, No. 2, of the Order of Railroad Telegraphers, was elected temporary chairman and secretary.

The following motion was then unanimously adopted:

"Moved, That the secretary of temporary committee prepare and forward to the Secretary of each of the various brotherhood lodges in the cities of St. Louis and East St. Louis a circular letter stating the objects of this proposed association, and that they be requested to name a delegate to attend a meeting for the purpose of organizing a permanent association, and that the members of the temporary committee attend the meetings of the lodges of their respective brotherhoods in the two cities of St. Louis, where it is possible for them to do so, and further explain the object of the proposed association, and that the circular letter issued to the lodges be signed by all members present, showing in what brotherhood they hold membership."

The temporary chairman was empowered by the temporary committee to call a meeting of the delegates at the earliest possible date after receiving notice from all lodges that they had selected a delegate; the delegates to convene for the purpose of discussing the matter and forming a permanent association, if the project meets with their approval, by the adopting of by-laws and the electing of permanent officers.

All arrangements for the building, its location, cost, plan of building, etc., to be decided by the delegates. Also, the question of raising the money to erect the building, whether by popular subscription of brotherhood men, a stock company, or otherwise, will be a matter for their consideration.

Generally speaking, the proposition is to erect a building on the World's Fair grounds, or adjacent thereto, containing lodge rooms for meeting purposes of the various brotherhoods during the Fair; reading rooms, for the convenience of members; hotel accommodations for brotherhood men and their families; in fact, to be a building erected not only to represent the brotherhoods, but to promote and advance sociability among members of all the railroad brotherhoods, and furnish them accommodations at reasonable rates and a place where they will be among friends while in the city.

It has also been proposed that this building be made a permanent one, but, as stated before, all these questions are ones that will be decided by the delegates, and the above is given as a general outline of what is proposed, in order that the purposes of the association may be better understood.

You are earnestly requested to take this matter up in your Division at its next meeting, and it is hoped that each and every lodge to whom this communication is addressed will elect a delegate to attend the meeting and participate in its doings.

The name and address of the delegate elected should be promptly furnished to Bro. L. W. Quick, temporary secretary, Fullerton Building, St. Louis, Mo., as soon as chosen. Fraternally,

W. M. HOLMAN,

Secretary Railway Clerks' Lodge, No. 2.

ALBERT GUNN,

Chief Engineer, Division No. 48, B. L. E.

G. B. HOLLAND,

Division No. 3, O. R. C.

WM. CUSHING,

Secretary, Lodge No. 390, B. L. F.

J. F. GASKILL,

Lodge No. 16, S. U. of N. A.

NAT G. EATON,

Grand Vice-Chief, B. R. C. of A.

R. H. STIVENS,

Master, Lodge No. 44, B. L. F.

M. F. DALY,

Secretary Lodge No. 45, B. R. T.

J. E. MULKEY,

Acting Secretary Lodge No. 35, B. of R. T. of A.

L. W. QUICK,

Chief Telegrapher, Division No. 2, O. R. T.

A motion prevailed that our Division accept the above invitation and elect a delegate to attend the meeting of the representatives of the various other brotherhoods in the city, for the purpose of forming an association, with a view to erecting a building at the World's Fair to represent the Railway Brotherhoods.

Chief Telegrapher Bro. L. W. Quick was elected as delegate.

The subject of holding an open meeting on our next regular meeting night, April 15th, was then taken up, thoroughly discussed, and it was decided that this meeting should be held, and a motion prevailed that the Chair appoint a Committee on Arrangements.

Bros. Comer, Yerby and Studer were appointed on this committee. A Committee of Invitation consisting of seven members, was also appointed.

Under the head of Good of the Order, Bro. D. Campbell, of Canada, Third Vice-President of the Organization, gave us an interesting talk. His presence was greatly appreciated by all.

Meeting closed in due form at 11 P. M.

DIV. COR.

Philadelphia Division, 30.

Having been appointed as Division Correspondent to our esteemed journal by the members of Division 30, with dire penalties for failure to assume office I think I had at least better try and send a few lines to avoid fearful consequences.

On March 15th Division 30 met in regular session and all officers were in their stations, except the Second Assistant Chief Telegrapher, whose chair was filled by Bro. Overdorf. (Will say the Second Assistant was working hard trying to catch twelve hours sleep and move the B. & O. at the same time.)

Several applications were acted on, which shows Division 30 never sleeps. A delegation of Brothers from Camden Division 84 and Philadelphia Division 4 were on hand to see us and to encourage us with their smiling faces. Boys, COME again and OFTEN—the more the merrier—and we will try to show you we are up-to-date. We would like to have every chair in the room filled each meeting night; so come help us. Also, our Bro. Hiller, of No. 4, anti-Socialist, is cordially invited to come and give us a tearing-out on anything, but we will take care not to let him swing the gavel again. There was a large amount of business transacted, and I would suggest that our Secretary, Bro. Hutton, kick for five hours' work, at \$5 per hour, on account of being the hardest-worked man in Philadelphia.

Baltimore and Ohio Notes—

For news along the line I am not very well posted, but, from all accounts, when the Hall iron Operators are installed, there will be several changes.

We expect a 16-lever tower to go into operation soon at Silverside.

Miss King has left "DC," and Opperman, I "13," goes to "SA" day trick.

The Flying Dutchman has been fired out of his new tower and is bunking in the station at "BN."

Bald Head and Fish are still at the old stand.

Rusher Jo and Bobbie Murf are at "D."

Pete, at "FY," makes goo-goo eyes at "SM" when they trade to put "SM" on night work.

"DE" and "WH" earn all the money at "G."

Politician Powers and Sport "QC" are at "WO."

Smitty, Miller and Dill hold "X" down fine.

While everybody was enjoying themselves at the meeting the five oil kings explained of their investment in oil lands in California, and we expect to have them leave us soon, when they strike their millions and the oil is flowing. We mean real—not speak-easy—oil.

After the Division closed, Bros. P. D. and H. D. Sell, Marr, Smith, Overdorf, Hutton, Powers, Casey and Howard went out for lunch, and after that took in the six-day walking match, and reached home in time to get their breakfasts.

We expect to hear from the new lodge in Sunbury, Pa., soon, as Bro. Smith took a flying trip up the Pennsylvania Saturday and remained over Sunday, we presume in the interest of the new lodge. But is it the new lodge, or a Ladies' Auxiliary to an O. R. T. already instituted? If a new lodge, then he will need help. If not, then he ought to be able to get through without our help.

The Baltimore and Ohio Relief Committee received the thanks of the Division for their good work the past two months, and received plenty more to last them another month.

We were sorry to hear that Bro. Overdorf had been called home on account of the sickness of his mother in Lewisburg, Pa., but are glad to hear, upon his return, that she had greatly improved.

Am sorry to say I cannot give any pointers of interest from any of the other divisions of roads represented by our members, and hope the boys will send me some notes for the next TELEGRAPHER.

PAT SNOMISS.

Pittsburg Division, No. 52.

Regular meeting of 52, held on first Saturday in March, found a fair number of the boys in attendance, and but one officer absent when roll-call was answered. After the reading and approval of the minutes our Marshal, Bro. Grubb, announced that there were two candidates in the ante-room awaiting the appearance of the goat. Both of the candidates were made Brothers in short order and given the glad hand. But one petition read at this meeting.

We were informed that after April 1 our meeting place was to be torn down, and Bros. Ullery, Barber and McGuire were chosen as a committee to secure a new hall.

Bills amounting to \$33.21 were read and ordered paid. Several important matters were acted upon, and sick benefits amounting to \$15 ordered paid.

The Secretary gave to the members present a statement of the Division's receipts and expenditures for 1900, as shown in the March TELEGRAPHER, which all of our members should take an account of.

Under the Good of the Order several of our Brothers present spoke, including our new members, who spoke appropriately of the benefits of the Order, as well as of the fact that many of the members failed to take the active part they should towards securing new members. This should be done by all members, and there are many of the "nons" to be had for the asking. While the different Brothers were speaking, Bro. Barber saw that there was plenty of smoke ascending in honor of the new arrival among the juniors.

Second meeting night in March found First Vice-Chief Cooper in the chair, on account of the illness of Chief McGuire. Bro. Clendenin was the only other absentee among the officers.

Bill for \$3.75 ordered paid, and several communications pertaining to the Order, as well as other unions, read and passed upon.

All present regretted to hear the reading of our worthy Treasurer Hare's resignation, which is to

take effect May 1st, after over five years of active work in that position. Bro. Hare stated that he did not feel inclined to serve another term, and resigns now in order to permit his successor to take advantage of the dull period to become acquainted with the duties of the office.

Sick benefits amounting to \$10 were ordered paid.

Bro. J. R. T. Auston, First Vice-President of the Brotherhood of Commercial Telegraphers, was with us, and spoke relative to the work performed by him. Division closed at 11:15 P. M.

KONEV.

TO MEMBERS OF DIVISION NO. 52.

On account of the owners of our former meeting place intending to raze the building, it has been made necessary for us to seek other quarters. After April 1st our regular meetings will be held in Rosso's Hall, Nos. 229 and 231 Diamond street, Pittsburg, on same dates as heretofore.

Yours in S. O. & D.,

S. J. KONENKAMP,
Secretary.



Grand Division

THE ORDER OF RAILROAD TELEGRAPHERS.

FINANCIAL.

Cash receipts March 1st to 31st, inclusive	\$4,306 15
Disbursements	4,221 31

MEMBERSHIP.

Members in good standing March 1st, 1901	13,160
Initiated in March	643
Total	13,803

MUTUAL BENEFIT DEPARTMENT.

Assessment No. 25 is due on April 1, 1901. Time for payment expires May 31, 1901.

BENEFITS PAID DURING MARCH, 1901.

CLAIM NO.	NAME.	CAUSE.	DIV.	CERT. NO.	SERIES.	AMT.
57	J. H. Mutters . . .	Gun Shot	40	234	A	\$300

FINANCIAL STATEMENT MORTUARY FUND.

RECEIPTS.

Received on Assessment Account to February 28th, 1901	\$57,794 86
Received on Assessment Account, March, 1901	1,582 75

\$59,377 61

DISBURSEMENTS.

Death Claims paid to February 28th, 1901	\$31,900 00
Death Claims paid in March	300 00
Assessments refunded, account rejected applications	185 25
Assessments transferred to dues, account rejected applications	8 45
Cash on hand to credit Mortuary Fund, March 31, 1901	26,983 91

\$59,377 61

H. B. PERHAM, *Grand Secretary and Treasurer.*

OFFICIAL DIRECTORY.

General Offices, St. Louis, Mo.

GRAND OFFICERS:

M. M. Dolphin.....President	J. A. Newman.....Second Vice-President
St. Louis, Mo.	St. Louis, Mo.
T. M. Pierson.....First Vice-President	D. Campbell.....Third Vice-President
St. Louis, Mo.	St. Louis, Mo.
H. B. Perham.....Grand Secretary and Treasurer	
St. Louis, Mo.	

BOARD OF DIRECTORS.

Hon. L. A. Tanquary (Chairman), Cucharas, Col.	F. J. Reynolds, Box 253, Calgary, N. W. T.
A. O. Sinks (Secretary), Jefferson St. Depot, Portland, Ore.	T. W. Barron, 2900 Washington ave., St. Louis, Mo.
C. E. Layman, Troutville, Va.	

ADVERTISING.

All correspondence pertaining to advertising should be addressed to W. N. Gates, Advertising Manager Garfield Building, Cleveland, Ohio.

DIVISION DIRECTORY.

GRAND DIVISION—Attached membership not confined to any particular railroad or territory. M. M. Dolphin, President, St. Louis, Mo.; H. B. Perham, Grand Secretary and Treasurer, St. Louis, Mo.

NO. 1, MONTREAL, QUEBEC.—Division covers the Grand Trunk Railway System. Meets subject to call of Chairman. R. H. Reynolds, Gen'l Chairman, Beechville, Ont.; P. H. Herbert, Gen'l S. & T., St. Isadore Jct., Que.; P. D. Hamel, Ass't Gen'l S. & T., Blue Bonnets, P. Q.

NO. 2, ST. LOUIS, MO.—Meets 1st and 3d Monday each month, at 8 p. m., Hall No. 4, I. O. O. F. Building, Olive St., between 8th and 9th Sts., St. Louis, Mo. L. W. Quick, Chief Telegrapher, Room 918 Fullerton Building, St. Louis, Mo.; C. P. Comer, S. & T., 918 Fullerton Building, St. Louis, Mo.

NO. 3, HARRISBURG, PA.—Meets 1st Wednesday evening at 8 o'clock, and 3d Thursday morning at 8:30 o'clock each month in Ensinger Building, corner Third and Cumberland sts., Harrisburg, Pa. E. L. Zimmerman, Chief Tel., 1611 N. Sixth st., Harrisburg, Pa.; E. C. Miller, S. & T., 625 Dauphin st., Harrisburg, Pa.

NO. 4, PHILADELPHIA, PA.—Meets on 1st Saturday at 8 p. m., at Room A, Odd Fellows' Temple, Broad and Cherry sts., Philadelphia, Pa. G. A. Richardson, Chief Tel.,

Oaks, Montgomery, Pa.; W. C. Frazier, S. & T., 4251 Pennsgrove st., Philadelphia, Pa.

NO. 5, KANSAS CITY, MO.—Division covers the Kansas City, Pittsburg & Gulf Railroad System. Meets subject to call of Chairman, E. T. Nickel, G. C., Amsterdam, Mo.; D. E. Chambers, Gen'l S. & T., Merwin, Mo.

No. 6, OMAHA, NEB.—Division covers the Union Pacific Railroad System. Meets subject to call of Chairmen. F. A. Baldwin, Gen'l Chairman, Lock Box 26, Milliard, Neb.; L. M. Tudor, Ass't Gen'l Chairman, Rawlins, Wyo.; R. R. Root, Gen'l S. & T., Wood River, Neb.

NO. 7, MONTREAL, QUEBEC.—Division covers the Canadian Pacific Railroad System. Meets subject to call of Chairmen. W. H. Allison, Gen'l Chairman, 70 Melbourne av., Parkdale, Toronto, Ont.; R. R. Jelly, Gen'l S. & T., Chatham, Ont.; P. D. Hamel, Ass't Gen'l S. & T., Blue Bonnets, P. Q.

NO. 8, BUFFALO, N. Y.—Meets 4th Thursday each month at 8 p. m. at lodge room, corner Fillmore av. and Clinton st., Buffalo, N. Y. W. O. Jackson, Chief Tel., 700 Prospect av., Buffalo, N. Y.

NO. 9, NORTH VERNON, IND.—Meets 3d Saturday of each month at 8 p. m. at K. & L. of H. Hall, Fifth st., North Vernon, Ind.; G. J. Bernhart, Chief Tel., Moore's Hill, Ind.; J. E. Hudson, S. & T., Hayden, Ind.

THE RAILROAD TELEGRAPHER.

- NO. 10, KNOXVILLE, TENN.—Meets first Saturday night of each month at K. P. Hall, Depot st., Knoxville, Tenn.; W. L. Webster, Local S. & T., McMillan, Tenn.
- NO. 11, OLD TOWN, MAINE.—Meets 4th Sunday each month at 1 p. m., Arcanum Hall, 116 Main st., Bangor, Me. L. F. Crane, Chief Tel., Orano, Me.; B. A. Brackett, S. & T., 10 Merrimac st., Bangor, Me.
- NO. 12, BELPRE, OHIO.—Meets 4th Wednesday of each month at 626 Depot st., Parkersburg, W. Va. P. Costello, Chief Tel., Belpre, Ohio; G. J. Steurer, S. & T., 626 Depot st., Parkersburg, W. Va.
- NO. 13, WEST SUPERIOR, WIS.—Meets 3d Sunday of each month at 8 p. m., at Ritchie Hall, 806 Tower av., West Superior, Wis. D. A. Short, Chief Tel., 1620 Oaks av., West Superior, Wis.; D. A. Short, S. & T., 1620 Oaks av., West Superior, Wis.
- NO. 14, KOANOKE, VA.—Division covers the Norfolk & Western Railway System. Meets subject to call of Chairman. C. E. Layman, Gen'l Chairman, Troutville, Va.; T. H. Lankford, Gen'l S. & T., Cloverdale, Va.
- NO. 15—OTTAWA, ONT.—Meets on 4th Sunday of each month at Glen Robertson, Ont. G. W. Shepherd, Chief Tel., Alexandria, Ont.; F. S. Griffin, S. & T., Eastmans, Ont.; R. E. Allison, Local Organizer; P. D. Hamel, Asst. S. & T., Blue Bonnets, P. Q.
- NO. 16, NIAGARA FALLS, ONT.—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. m., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. A. J. Broderick, Chief Tel., Niagara Falls, Ont.; B. Knight, S. & T., Niagara Falls, Ont.
- NO. 17, BALTIMORE, MD.—Meets 3d Friday of each month at 205 Fayette st., Baltimore, Md., Q. A. Geise, Chief Tel., Union Station, Baltimore, Md.; J. B. Finnan, S. & T., General Delivery, Baltimore, Md.
- NO. 18, CLEVELAND, OHIO.—Division covers the New York, Chicago & St. Louis Railroad System. Meets subject to call of Chairman. R. W. Keyes, Gen'l Chairman, Conneaut, Ohio; F. R. Terbrack, Gen'l S. & T., 69 Yonkers st., Cleveland, Ohio.
- NO. 19, FORT WORTH, TEXAS.—Meets on the 3d Monday each month at 8 o'clock, p. m. A. W. McDuffie, Local S. & T., Louisiana ave., Fort Worth, Texas.
- NO. 20, GALVESTON, TEXAS.—Division covers the Gulf, Colorado & Santa Fe Railroad System. Meets subject to call of Chairman. C. B. Clark, Gen'l Chairman, Ladonia, Texas; A. T. Hickey, S. & T., Cleburne, Texas.
- NO. 21, CINCINNATI, OHIO.—Division covers the Cincinnati, Hamilton & Dayton Railroad System. Meets subject to call of Chairman. John G. Wenk, Gen'l Chairman, Glendale, O.; L. R. Townsend, Gen'l S. & T., West Carrollton, Ohio.
- NO. 22, ST. LOUIS, MO.—Division covers the Missouri, Kansas & Texas Railroad System. Meets subject to call of Chairman. E. B. Hill, Gen'l Chairman, Troy, Tex.; L. D. McCoy, General S. & T., Gibson Station, I. T.
- NO. 23, TOPEKA, KAN.—Division covers Atchison, Topeka & Santa Fe Railroad System. Meets subject to call of Chairman. S. S. Comer, Gen'l S. & T., 917 Fullerton Bldg., St. Louis, Mo.
- NO. 24, WILLIAMSPORT, PA.—Meets 1st Wednesday of each month in Wightman Block, No. 22 West 4th st., Williamsport, Pa., and on the 3d Friday of each month on third floor of Postoffice Building, Main st., Lock Haven, Pa. C. E. Sturgis, Chief Tel., 44 Linck Bldg., Williamsport, Pa.; J. I. Klingenberg, Gen'l S. & T., Sunbury, Pa.
- NO. 25, PALESTINE, TEXAS.—Division covers the International & Great Northern Railway System. Meets subject to call of Chairman. B. C. Palmer, Gen'l S. & T., McNeil, Texas.
- NO. 26, BRUNSWICK, MD.—Meets 1st Friday of each month at 8 p. m., at Red Man's Hall, Brunswick, Md. C. D. Shewbridge, Chief Tel., Keep Tryst, Md.; E. L. Harrison, S. & T., Brunswick, Md.
- NO. 30, PHILADELPHIA, PA.—Meets 3d Friday at 8 p. m. in Dental Hall, N. W. Cor. 13th and Arch sts., Philadelphia, Pa. J. L. Hughes, Chief Tel., 1225 Sansom st., Philadelphia, Pa.; James Hutton, S. & T., 1463 Wilton st., Philadelphia, Pa.
- NO. 31, ST. LOUIS, MO.—Division covers the Missouri Pacific Railroad System. Meets subject to call of the Chairman. T. W. Barron, Gen'l Chairman, Mo. Pac. Tel. Office, Equitable Bldg., St. Louis, Mo.; R. C. McCain, Gen'l S. & T., 1615 East 5th st., Sedalia, Mo.; F. L. True, Asst Gen'l S. & T., Sedalia, Mo.; R. C. McCain, Asst Gen'l Chairman, Sedalia, Mo.
- NO. 32, ST. LOUIS, MO.—Division covers the St. Louis & San Francisco Railroad System. Meets subject to call of the Chairman. E. W. Smith, Gen'l Chairman, Monett, Mo.; L. Stevens, Gen'l S. & T., Valley Park, Mo.
- NO. 33, PITTSFIELD, MASS.—Meets 2d Sunday and 3d Wednesday of each month at N. Y., N. H. & H. R. R. Freight Office, S. Church st., Pittsfield, Mass. F. H. Barker, Chief Tel., Pittsfield, Mass.; H. A. Roel, S. & T., 223 New West st., Pittsfield, Mass.
- NO. 36, ANDOVER, O.—Meets last Thursday evening of each month at 7 o'clock at J. O. U. A. M. Hall, Andover, O. G. F. Wolcott, Chief Tel., Williamsfield, O.; E. H. Rood, S. & T., Andover, O.
- NO. 37, CINCINNATI, OHIO.—Division covers the Cleveland, Cincinnati & St. Louis Railroad System. Meets subject to call of Chairman. Wm. Baer, Gen'l Chairman, North Vernon,

THE RAILROAD TELEGRAPHER.

- Ind.; T. A. Sawyer, Gen'l S. & T., Gahon, Ohio.
- NO. 38, COLUMBUS, OHIO.—Meets 2d Wednesday evening, at 8 o'clock, at Fraternity Hall, 111½ S. High st., Columbus, Ohio; L. A. Bowman, Chief Tel., Orient, Ohio; Percy E. Wright, S. & T., Box 148, Worthington, Ohio.
- NO. 39, SAGINAW, MICH.—Division covers the Flint & Pere Marquette Railroad System. Meets subject to call of Chairman. R. R. Darwin, Gen'l Chairman, Saginaw, Mich.; A. T. Landry, Gen'l S. & T., 900 Owen st., Saginaw, Mich.
- NO. 40, RICHMOND, VA.—Division covers Chesapeake & Ohio Railway System. Meets subject to call of Chairman. E. L. Stratton, Gen'l Chairman, Balcony Falls, Va.; G. P. Grogan, Gen'l S. & T., Russell, Ky.
- NO. 42, NEW YORK, N. Y.—Division covers the Erie Railroad System. Meets subject to call of Chairman. Wm. Clancy, Gen'l Chairman, Mansfield, Ohio; W. L. Abbott, Gen'l S. & T., Hammond, Ind.
- NO. 44, NEW YORK, N. Y.—Meetings 1st Wednesday at 8 p. m. and 3d Tuesday at 10 a. m., of each month, Brotherhood Hall, cor. Third st. and East av., Long Island City, N. Y. T. A. Gleason, Local Pres., 688 E. 163d st., New York, N. Y.; H. E. Regensburg, S. & T., 133 East ave., Long Island City, N. Y.
- NO. 47, CHARLOTTETOWN, P. E. I.—Meets 3d Thursday of each month at 8 p. m. at B. I. S. Hall, Charlottetown, P. E. I. J. A. Kelly, Chief Tel., Royalty Junction, P. E. I.; L. F. Muncey, S. & T., Charlottetown, P. E. I.
- NO. 48, LIMA, OHIO.—Division covers the Ohio Southern Railroad System. Meets subject to call of Chairman. J. W. Murray, Gen'l Chairman, Jackson, O.; H. C. Mitchell, Gen'l S. & T., Uniapolis, O.
- NO. 49, PUEBLO, COLO.—Division covers the Denver & Rio Grande Railway System. Meets subject to call of Chairman. J. G. Garland, General Chairman, Orient, Col.; A. W. Daragh, General S. & T., Box 456, Pueblo, Col.
- NO. 50, PORTLAND, ORE.—Meets on 3d Monday of each month at 9 p. m., at Portland, Ore. A. Rose, Chief Tel., 755 Vancouver av., Station B., Portland, Ore.; A. O. Sinks, S. & T., Jefferson St. Depot, Portland, Ore.
- NO. 51, GROVE CITY, PA.—Division covers B. & L. E. Ry. System. Meets subject to call of Chairman. R. O. Waddell, Gen'l Chairman, Cranesville, Pa.; B. E. Crouch, S. & T., Gehrton, Pa.
- NO. 52, PITTSBURG, PA.—Meets 1st and 3d Saturday each month at 8 p. m., at Rosso's Hall, 229-231 Diamond st., Pittsburg, Pa. H. T. McGuire, Chief Tel., 256 S. Highland av., Pittsburg, Pa.; S. J. Konenkamp, Sec'y, 2705 Jane st., Pittsburg, Pa.; I. S. Hare, Treas., 1414 Juniata st., Allegheny, Pa.
- NO. 53, Southern Pacific System Division covers the Southern Pacific Railway lines. Meets at 8 o'clock p. m., in the lodge room, No 909 Market st., Pythian Castle, San Francisco, Cal., 2d Saturday of each month, Local Chairman W. E. Davidson, of the Western District, presiding, and 4th Saturday of each month, Local Chairman F. G. Wetzel, of the Coast District, presiding, and the 1st Tuesday of each month at the residence of L. N. Buttner, Port Costa, at 8 p. m., Bro. Buttner presiding in the absence of all members of the Local Board for the Western District. George Estes, Gen'l Chairman, room 225 Parrott Bldg., San Francisco, Cal., B. A. Meyer, Gen'l S. & T., Ocean View, Sta. L, San Francisco, Cal.
- NO. 54, ST. PAUL, MINN.—Division covers the Northern Pacific Railway System. Meets subject to call of Chairman. F. A. Brown, Gen'l Chairman, Marshall, Wash.; J. E. Daeoe, Gen'l S. & T., 319 Thirtieth st. south, Billings, Mont.
- NO. 55, CLEVELAND, OHIO.—Division covers the Wheeling, Lake Erie Railway System. Meets subject to call of Chairman. F. H. Howe, Gen'l Chairman, Curtice, O.; Will Carr, Gen'l S. & T., Adena, Ohio.
- NO. 56, QUINCY, ILL.—Division covers the Omaha, Kansas City and Eastern, and the Omaha and St. Louis R. R. Meets subject to call of Chairman. H. M. Davis, Gen'l Chairman, Blanchard, Ia.; J. S. Burkhard, Gen'l S. & T., McFall, Mo.
- NO. 57, HOUSTON, TEX.—Division covers the Houston & Texas Central Railroad System. Meets subject to call of Chairman. W. J. Burke, Gen'l Chairman, Denison, Tex.; G. C. Morgan, Gen'l S. & T., Hearne, Tex.
- NO. 58, WILMINGTON, DEL.—Meets 3d Tuesday evening, 3d floor Western Union Bldg, 3d and Market sts., Wilmington, Del. P. Chas. Bogan, Chief Tel., Edgemoor, Del.; W. J. Holton, Gen'l S. & T., Iron Hill, Md.
- NO. 59, BOSTON, MASS.—Division covers the Boston & Maine Railroad System. Meets subject to call of Chairman. J. B. Bode, Gen'l Chairman, Chelsea, Mass.; J. B. Belding, Gen'l S. & T., Gilbertsville, Mass.
- NO. 60, SALT LAKE CITY, UTAH.—Division covers the Oregon Short Line. Meets subject to call of Chairman. A. E. Beamer, Gen'l Chairman, Kemmerer, Wyo.; W. A. Hawk, Gen'l S. & T., Melrose, Mont.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blais, Chief Tel., Causapscal, Que.; R. A. McMillan, S. & T., Eel River Crossing, N. B.

THE RAILROAD TELEGRAPHER.

- NO. 62, CLEVELAND, OHIO.—Meets 1st Saturday evening at B. of L. F. Hall, Cor, Pearl and Jay sts., Cleveland, Ohio. C. F. Mayer, Chief Tel., 231 Wade av., Cleveland, O.; J. T. Coffey, S. & T., 20 Kane st., Cleveland, O.
- NO. 63, MONCTON, N. B.—Meets 3d Thursday of each month at 6:30 p. m. in Mason's Hall, Main st., Moncton, N. B. S. C. Charters, Chief Tel., Point DuChene, N. B.; M. McCarron, S. & T., Moncton, N. B.
- NO. 64, LEVIS, QUE.—Meets 4th Friday of each month at 8 p. m. at Terminus Hotel, Levis, Que. J. H. O'Hebert, Chief Tel., Maddington Falls, Que.; F. Samson, S. & T., St. Valier, Que.
- NO. 65, GRAFTON, W. VA.—Meets 2d and 4th Wednesdays of each month at 8 p. m., K. O. P. Hall, Main st., Grafton, W. Va. L. G. Cockrell, Chief Tel., Tunnelton, W. Va.; G. W. Foster, S. & T., Grafton, W. Va.
- NO. 66, TRURO, N. S.—Meets 3d Thursday of each month at Crowes' Hall, Inglis st., Truro, N. S. J. W. Gunn, Chief Tel., Belmont, N. S.; Geo. O. Forbes, S. & T., Lower Stewiacke, N. S.
- NO. 67, WILKESBARRE, PA.—Meets on the 2d and 4th Wednesday, each month, at Donnelly's Hall, No. 58 Public Square, Wilkesbarre, Pa. E. E. Evans, Chief Tel., 136 S. Grant st., Wilkesbarre, Pa.; J. Nelligan, S. & T., Ashley, Pa.
- NO. 68, CUMBERLAND, MD.—Meets 3d Wednesday of each month at 8 p. m., at Mechanics' Hall, Cor. Baltimore and Liberty sts., Cumberland, Md. W. G. Morris, Chief Tel., 2 Polk St., Cumberland, Md.; R. C. Cornwell, S. & T., Patterson's Depot, W. Va.
- NO. 69, OGDEN, UTAH.—Meets 2d Wednesday in each month at 8 o'clock p. m., at Johnson's Hall, Ogden, Utah. L. Rosenbaum, Chief Tel., care U. P. Tel. office, Ogden, Utah; C. N. Custead, S. & T., 2061 Madison st., Ogden, Utah.
- NO. 71, OSKALOOSA, IOWA.—Meets 3d Wednesday in each month at 8 o'clock p. m., at Oskaloosa, Iowa. L. P. Ballinger, Chief Tel. and S. & T., Lacey, Iowa.
- NO. 72, ST. JOSEPH, MO.—Meets 3d Tuesday of each month at 8 p. m., at 623 Mount Mora Road, St. Joseph, Mo. H. E. Trader, Chief Tel., St. Joseph, Mo.; W. E. Reese, S. & T., Box 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Saturday of each month at 8 p. m., on 4th floor, Odd Fellows' Hall, Broadway, Mauch Chunk, Pa. Hon. J. N. Weiler, Chief Tel., Lock Box 17, E. Mauch Chunk, Pa.; Eugene E. Ash, S. & T., Box 385, Mauch Chunk, Pa.
- NO. 74, ELIZABETH, N. J.—Meets 2d Saturday, 8 p. m., each month, in Star Theater Bldg., East Jersey st., near Broad st., Elizabeth, N. J. A. K. Gerry, Chief Tel., 129 Broadway, Elizabeth, N. J.; M. H. Shafer, S. & T., 626 Monroe ave., Elizabeth, N. J.
- NO. 75, MACON, GA.—Meets 2d Sunday each month at 7:30 p. m. S. W. Cor. Mulberry st. and Cotton av., 3d floor, Macon, Ga. J. W. Perry, Chief Tel., Forsythe, Ga.; J. P. Mercer, S. & T., East Macon, Ga.
- NO. 76, CHICAGO, ILL.—Division covers the entire Chicago and Northwestern Railroad. Meets subject to the call of Chairman. W. B. Young, Gen'l Chairman, Roscoe, Ill.; C. A. Ransom, Gen'l S. & T., Roscoe, Ill.
- NO. 77, DENVER, COLO.—Meets 2d Friday evening in each month at A. O. H. Hall, 1536 Lawrence st., Denver, Colo. L. D. Grace, Chief Tel., 354 Equitable Bldg., Denver, Colo.; C. M. Hurlbut, S. & T., Room 50, Union Depot, Denver, Colo.
- NO. 78, BOSTON, MASS.—Meets 2d Tuesday evening each month at 8 o'clock. Thomas Nelson, Local S. & T.
- NO. 80, NEW HAVEN, CONN.—Division covers the New York, New Haven and Hartford Railroad System. Meets subject to call of the various Chairmen. John Trainor, Gen'l Chairman, Myricks, Mass.; D. W. Dean, Gen'l S. & T., Box 228, Auburn, R. I.
- NO. 81, COLORADO SPRINGS, COLO.—Division covers the Colorado Midland Railroad System. Meets subject to the call of the various Chairmen. B. A. Beckenstein, Gen'l Chairman, Woodland Park, Colo.; J. C. Fritz, Gen'l S. & T., Divide, Col.
- NO. 82, NEW YORK.—Division covers the Delaware, Lackawanna & Western Railroad. Meets subject to the call of the Chairman. J. H. Kattell, Gen'l S. & T., Chenango Bridge, N. Y.
- NO. 83, BANGOR, ME.—Division covers the Bangor and Aroostook Railroad. Meets subject to the call of the Chairman. F. B. Gallant, General Chairman, Ashland Junction, Me.; B. E. Webber, Gen'l S. & T., Old Town, Me.
- NO. 84, CAMDEN, N. J.—Meets 2d Monday at 7:30 p. m. and last Sunday at 1:30 p. m. of each month at Central Hall, S. W. cor. Fourth and Arch sts., Camden, N. J. T. J. McCabe, Chief Tel., 827 Penn st., Camden, N. J.; W. S. Cafferty, S. & T., 28 West Cedar ave., Merchantville, N. J.
- NO. 85, TRENTON, N. J.—Meets 1st and 3d Fridays at 8 p. m. at Concordia Hall, 33 West State st., Trenton, N. J. J. J. Boles, Chief Tel., 210 Fifteenth st., Jersey City, N. J.; N. T. Bryson, S. & T., 53 Yard ave., Trenton, N. J.
- NO. 86, ALTOONA, PA.—Meets 2d and 4th Saturdays of each month at 8 p. m., at I. O. O. F. Hall, Twelfth st., between Tenth and Eleventh aves., Altoona, Pa. J. W. McCoy, Chief Tel., Kipple, Pa.; D. A. Keirn, S. & T., Cresson, Pa.

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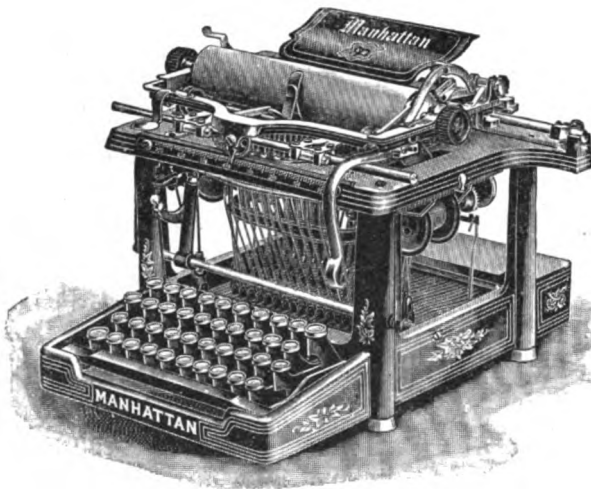
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Yours very truly, H. F. KENNARD.

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MRS. J. T. BALES.

Box 43, Augusta, Okla., Sept. 5, 1900.



Piso's Cure for Consumption cured my daughter of an awful cough, which the whooping cough had left her with. I can say it is the best remedy for coughs I ever used.

ADELBERT C. PANGBORN.

Conway, Mich., Sept. 17, 1900.

THE RAILROAD TELEGRAPHER

MAY 18 1901



Vol. XVIII
No. 5

PUBLISHED AT ST. LOUIS MO.
BY THE ORDER OF
RAILROAD TELEGRAPHERS

May
1901

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SAMUEL GOMPERS,
President of the American Federation of Labor.

HARVARD
MAY 18 1901
CIVIL ENGINEERING

THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.
H. B. PERHAM, EDITOR.



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MAY, 1901.

No. 5.

EDITORIAL

COMING EVENTS CAST THEIR SHADOWS BEFORE.

THE stock markets of the world are now experiencing a period of activity, such as was never seen before. The New York stock exchange has made new records for itself every few days during the past two months, both in the number of shares traded in per day, and the extraordinarily high prices that have been touched. In the times of the Great South Sea bubble, that English history tells us about, the appliances for gambling on a large scale had not been developed to anything like their present capacity. Telegraphs, telephones, cables and tickers had not been thought of and ancient methods of trading would seem laughably absurd to the modern stock broker who has by the requirement of an exacting business developed into the "Swiftest" piece of humanity that the world has yet produced.

The unprecedented "bull" movement in railway shares was started by "community of interest" schemes that promised hitherto unheard of economies in railway operating expense, with the elimination of all chance

for ruinous rate wars. The number of high salaried officials was to be diminished, useless general offices were to be abandoned and the work done at the various railway headquarters would be centered economically in one.

A buying movement started by the magnates who desired the controlling interest in certain properties started a rise in values that attracted general attention and caused many to make a venture that would, under ordinary conditions, have kept out of the market.

The fever for gambling seems to have become epidemic and spread all over the United States, and those who are not dealing in railway shares, industrials, or food products are trying their luck in oil investments. The palmiest days of the oil excitement in Pennsylvania are being eclipsed by Texas and California. Thousands of companies are being organized for the purpose of securing oil lands, and prospecting for the liquid wealth. Stock in these companies is being sold at from five dollars per thousand shares to fancy figures. The number of staid citizens who are living in a fool's

paradise, counting their shares in daytime and dreaming of wealth by night, is now too large for successful computation.

This gambling craze is detrimental to labor's interests, diverts men's minds from the truth, postpones the day when justice shall be inaugurated, and makes rapacious gamblers out of men who might otherwise

Probably no man is better qualified to speak on the subject of stock speculation than Russell Sage, and his cautionary words recently uttered should have weight. The old man of Wall Street, a short time since, issued a terse warning. He points to railroad stocks that never paid nor earned a dividend selling away above par. Accord-



"IT MIGHT BITE MY WOLF."

Reproduced from the *North American*, Philadelphia.

be useful citizens. But there is a day of reckoning coming, and very quickly, too. Past experience tells us that stocks that go up will also come down, and only professional traders make money on a falling market. The boomer, when he is not a fool, is generally found to be close kin to the bunco man.

ing to him the range of prices is unjustifiable, and all the extraordinary stock buying is predicated upon "what is going to happen."

Now organized labor is not especially interested in stock speculation, but it is very much concerned in the results that accrue from over-indulgence in it by others. It

has been demonstrated in the past that the capitalist in trying to shield himself from adversity and avoid the natural consequence of his own acts, makes life a burden to the man who works for wages when business depression comes.

The man who makes hard times is the speculator.

The ordinary citizen who wishes to work industriously and exchange the product or result of his labor for the comfort and convenience of himself and family, never brings on hard times, and therefore the speculator is no friend of his.

In the community of interest scheme which has become so prominent in railway affairs lately, lies a useful lesson for the union man. As every one knows, that scheme is nothing more nor less than a further and closer organization of capital. It is a federation of organized capital. Corporations forced men to join unions for the sake of self-protection, and as they are now strengthening themselves still further, the unions must follow suit.

The insignificant economies already spoken of in connection with the new scheme are as nothing compared to what it may be supposed will be attempted if labor does not make a move to offset it.

There are wide differences in the pay of certain classes, for which there is no good reason. There will be a leveling down process to make matters more consistent if labor remains apathetic and indifferent to the recent actions of the alert, and ever active managers of capital. The accompanying cartoon reproduced from the *North American*, Philadelphia, gives an idea of what may be expected to happen unless the unions take a more abiding interest in the welfare of one another.

Labor is fully competent with its present organizations to protect itself, and by united effort can make terms with capital at any stage of the game, when labor develops itself further it will not be necessary to make terms with capital, for, as capital is created by labor, a little more enlightenment and we will all see the absurdity of that position. But that is, perhaps, looking too far

into the future, and our business is more with the immediate present.

The true remedy for impending evils lies in increasing the numerical strength of each class organization to its limit, and an equitable and non-interfering method of federation. This appears to be the only rational and feasible plan.

The idea that railway employees of different classes can be gathered into one organization is no longer tenable, for it has been tried so many times in the past and always attended with failure, that the man who now seriously advocates that, would cause his friends to doubt his sanity. The history of the Knights of Labor and the American Railway Union is sufficient education for most people along this line. There is no necessity for labor to repeat its mistakes of the past to its own discomfiture and the profit of its adversary.

There are organizations in existence covering every class of railway service, and there is no good reason why they should not be loyally supported by each class that they were designed to benefit.

Activity in urging the merits of unionism on non-union men, and an agreement between all railway labor unions that when one union strikes for its rights, members of other unions will refuse to work with men who may be put in strikers' places, will meet the requirements of the present situation.

Such a federation will inaugurate true industrialism, bringing all concerned up to a higher plane of equality, and put railroad wage workers into trim to meet any emergency that may arise. The shadows of coming events mean something for those who have not the intelligence to use the genius of organization to its fullest capacity.

EXPENSIVE EXPERIMENTS IN ECONOMY.

HERE is a certain class of subordinate railway officials who have a hobby for trying experiments along economic lines, that only succeed in making a lot of trouble for someone, and very often increasing the expenditures in one department to a considerable extent, while they effect a very little saving in another.

Chief among this class is the man who has spent his younger days in some other business, and later finds himself in railway life through the influence of some kind friend in authority. This is the railroad man who hires men fresh from the farm in preference to experienced men who apply to him. He usually imagines that a complete knowledge of the railroad business can be acquired by anyone in the course of a few weeks, and he would not hesitate to put a plumber in charge of a locomotive. This is the individual who would not hire a train despatcher who was over thirty-five years of age, because he was too old, while experienced officials know that from ten to twenty years at telegraphy is invariably a concomitant to successful train despatching, and that a man cannot have too much experience for such a job.

They are in favor of new men every few months, and don't want any to stay too long for fear they might get the notion that they should be accorded some rights and privileges by virtue of length and quality of service.

Their roads are noted for lack of organization and proper discipline, freight wrecks, injured passengers, law suits by the dozen, and tracers galore.

A circular was issued by a Division Superintendent on the Plant System recently, reading as follows:

All Agents at Telegraph Stations—

It is the desire of the management that every agency where there is a telegraph office take in some good deserving young man or boy as a student, for the purpose of teaching him telegraphy and agency work, as we would much rather make our operators in this way than to import them.

It is an opportunity which should be appreciated, and if the proper interest is taken in the matter by our agents, I see no reason why there should be any trouble after awhile in getting all the operators we need.

Yours very truly,

D. F. KIRKLAND,

Superintendent.

While other roads are eager for the services of experienced telegraphers, here is

one that proposes to try experiments with raw material.

Economy is probably the first consideration, with abject docility a close second, and may they get their "fill of it" is the wish of every railroad man that understands the situation.

It is probable that the shareholders and the shipping and traveling public, after some disastrous wreck caused by a telegraph apprentice, will be a unit in the decision that that move was an exceedingly expensive experiment in economy.

THE ARISTOCRACY OF LABOR.

IN conversation with a paper-hanger recently, the writer brought to the surface an idea that has a foothold among a certain class of wage earners which seems to be worthy of a little attention.

The man in question was an artist at his business. He cut his paper to the line and hung it straight, his corners were perfect, and no matter what difficulties in surface were encountered, he matched the design with faultless precision. In addition to this, he had artistic ideas in regard to color and harmony, and was as rapid as precise in his movements. A jewel of his kind. The only flaw in his make-up was an unreasoning opposition to unionism. To discover how an intelligent man could arrive at such conclusions is to unfold methods of reaching the vulnerable parts of other workmen of similar attributes. This man carried the idea that he was so far superior to ordinary workmen that he would be losing prestige in affiliating with them. He had talked with employers in regard to the matter and coincided with them that only men of inferior talents needed the protection that unions afforded. He openly proclaimed that labor unions were nothing but a trust, and that they were calculated to interfere with individual rights.

In almost all classes of business there are men carrying this idea, and it is the duty of union men to inoculate them with a little of the virus of fraternalism.

Many years ago, when the writer was employed in a railroad construction camp in the Southwest, he overheard part of an al-

tercation between two men working on the grade that indicated that even among that over-worked and under-paid class there exists an aristocratic feeling.

One man said scornfully, "Go to—— out of this, you're nothing but a surface man while I am a plate layer." Examination of the payroll disclosed that the plate layer got twenty-five cents per day more than the surface man, and hence the feeling of superiority. This spirit permeates all trades that are not thoroughly unionized, and even where unionized it is noticeable in foremen, subordinate officials, and higher up in the scale reaches such an absurd state that men laugh up their sleeve at the assumption of superiority by men who have by a lucky turn of the wheel of fortune found themselves in position to dominate others. There are men working as section laborers to-day who could creditably fill the chair of general manager of the road that employs them, but the general manager would hardly care to admit that such a thing was possible. He honestly thinks that he won his position by inherent superior qualities and meritorious work, and that chance or opportunity had little to do with it.

In the telegraph business there are perhaps more men who consider themselves far too superior to belong to their union than in any other, and at the same time, absurd as it may seem, they are working for less pay than would satisfy a hod carrier.

It is not the intention or any part of the purpose of this article to discourage laudable ambition, to become proficient at one's business, and to learn it from Alpha to Omega is every man's duty, and it should be his aim.

The telegrapher who does not watch the work of others in more responsible positions and endeavor to learn how to do things, whether it is to run trains or properly conduct a station, is not worth much to himself or to others. A slouchy performance of duties is an indication of lack of self-respect, and in that direction lies demoralization.

The proper spirit to inculcate is, that those with more ability than others, should be thankful for its possession, and as the wel-

fare of one individual is a small matter in comparison, those who are able to do so should endeavor to assist their less gifted brothers. There is more comfort and consolation in the thought that one is a "pusher instead of a leaner" in this journey through life than in anything else. The strong who help the weak are in harmony with themselves and all other created things. That it is better to give than to receive is a truth that comes to those who have put their shoulders to the wheel and made the chariot of progress move a little faster.

There is no room for aristocracy among wage earners. To come down to a plane of democracy with an intention of learning all that others know upon the subject of social ills, is to see the finish of the wage system in the near future, and the inauguration of that better day when a man who works shall receive the full product of his labor.

The under-paid aristocrat is an ass and he is in his proper thistle patch when he is deriding and belittling the noble work of labor organizations.

A man that is an artist at his business should place his superior talents at the disposal of his fellow workmen, thus elevating his trade, his fellow workmen, and last, but by no means least—himself.

WHERE LABOR IS IN THE ASCENDANCY.

ONE of the most encouraging features in the labor situation in the United States is the progress being made in the State of Colorado. A few years ago organized labor in the Centennial State turned its attention to the ballot box and soon had "things coming their way," as a member of the Legislature recently expressed it.

One of the most effective weapons used is a little "Blue Book" containing a report of the Joint Legislative Committee of the Colorado State Federation of Labor and the Railway Employees' Organizations. This committee keeps tab on the actions of the members of the General Assembly while in session, and reports back to their constitu-

ents after the close of the session; it also causes bills to be introduced in behalf of its constituents, and by eternal vigilance prevents any labor measures from getting lost or otherwise mistreated.

The report for the session just closed shows all the bills that were of interest to labor, and their progress through the Assembly, but perhaps the most interesting thing for all concerned is in the last part of the report, where the committee tells what it thinks of the Representatives. Every member is mentioned and each gets a hard rap or a bouquet according to his deserts. In this wise:

Casimiro Barela—The most rabid enemy of organized labor in the general assembly, his boast being that the labor vote would not affect him in any manner and that he did not care about it.

W. S. Buckley—One of labor's warmest friends and should be remembered.

J. W. Bucklin—Father of the "single tax" bill; a true friend of labor.

Geo. V. Copp—A very poor statesman; did not know how to vote and would be a good man to leave at home.

The personnel of the Legislative Committee this year was as follows:

H. E. Garman, J. K. Robinson, Colorado State Federation of Labor.

J. A. Roderick, Brotherhood of Locomotive Firemen, Order Railway Conductors.

E. J. Taubman, Brotherhood of Railway Trainmen.

J. W. Rice, Brotherhood of Locomotive Engineers.

The latter also representing the O. R. T.

The session passed some very good labor legislation, notably an employers' liability law, a coal mine ventilation law, a law compelling mines to weigh coal without screening, compelling street car companies to put vestibules on their cars for the proper protection of their employes, compelling all corporations, except railroads, to pay employes every two weeks, and railroads to pay not later than the tenth day of each month for all work performed in the previous month, a law making sixteen hours limit of time railroad companies can com-

pel an employe to work, and providing for them ten hours rest before being called again, an amendment to the constitution providing for eight hours for a day's work for all underground workers, smelter men and all hazardous employments, and an amendment to the constitution permitting the inauguration of the single tax system.

The O. R. T. is intimately connected with this good work, and credit may as well go to the living. The *Pueblo Courier* says of the Chairman of the O. R. T. Board of Directors:

Senator Lee A. Tanquary, better known as "Tan," has made a record for efficient work and scored the most signal victory in the passage of the "employer's liability act." He surprised some of the perpetual Senators with his parliamentary knowledge, and was easily in the front rank of the parliamentarians of the Senate. Tan has one golden virtue—he does not talk any measure he advocates to death. The toilers of Colorado will enshrine his name with the best employer's liability act that has stood on the statute books of any State in the Union.

THE WOMAN'S WORLD DEPARTMENT.

FOR some reason the Woman's World Department of THE RAILROAD TELEGRAPHER languishes from a lack of interest on the part of those for whose use and benefit it was intended.

Once before in the history of this publication the experiment was tried of setting apart space for the use of women who are, or ought to be, interested in the welfare of telegraphers, but it eventually had to be abandoned through lack of support. Indications are that history will repeat itself, and that the space set apart for this purpose will have to be devoted to something else.

Other labor publications manage to keep up a department of the kind filled with original matter from the pens of those interested in the welfare of the membership, and a peculiar thing about it is that those organizations do not admit women to membership, while the opposite is true of the Order of Railroad Telegraphers.

Perhaps it is thought that only members of the Order can write for the Department and that others are not welcome; if so, that is a mistake, for the columns are open for the mothers, sisters, wives, daughters, sweethearts of members, as well as other friends of the cause. It would seem that women should be very much interested in the work of the Order, for their influence is generally exerted toward bettering the moral and social tone, and this Organization is accomplishing much in that direction among telegraphers.

The Order of Railroad Telegraphers has lessened the number of spendthrift, dissolute wanderers who in olden times represented the business of telegraphy, and it has very materially increased the number of men who have homes of their own and "a stake in the country," although employed by a soulless corporation.

The Order insures continuity of employment by insisting in its contracts or schedules that no man shall be discharged without just cause, it places its members in line of promotion, and by these means has succeeded wonderfully in elevating the social, moral, and intellectual condition of all telegraphers.

Is it possible that the women are not vitally interested in such work?

Then again, there is the Mutual Benefit Department, with its little monthly assessments to be thought of and provided for,

surely some woman in each family is interested in keeping the certificate effective that would be a friend in need in case anything should happen.

Every little while some ex-member of the Department dies, and then his certificate is found that has expired by limitation long since on account of non-payment of assessments.

If the women of the house knew more about the Order and its work, they would hardly allow such an important matter to lapse because of defaulted payments.

As the situation under which wage earners live becomes more clearly understood, there ought to be less opposition to organization and lodge work, for there is no disputing the fact that it is largely by these means that mankind will emancipate itself. Freedom and independence is only to be gained by means of organization.

If these assertions are accepted as the truth, there is no good reason why the Woman's World Department should not be well supplied with matter calculated to speed the work; if they are not accepted, the error should be shown.

The membership invariably read the matter in that department and are very much encouraged when a good showing is made.

The continuance of the Department depends upon the future actions of those who should be interested.

Editorial Notes

The Santa Fe, the Southern, and the Colorado & Southern railways are still on the telegraphers' unfair list.

The trouble that has existed between Swift & Co., packers, and organized labor, has been satisfactorily adjusted, and Swift & Co. are now on the fair list. Give them a boost.

Why don't some of the level heads among our correspondents get after a solution of the Federation question? Anybody solving that problem will be doing a real service for his kind.

Advocates of reforms that are radical and to be instituted immediately, should remember that little minds cannot receive nor

retain great thoughts. Preparatory schools are necessary preliminaries before entering college.

From the number of good union men elected to office lately, it seems that the world is waking up to the fact that men with trades union training make the best kind of public officials.

A new Division of the Order of Railroad Telegraphers has recently been instituted at Scranton, Pa. On its banner will be inscribed, "Scranton, Pa., Division, No. 87," and long may it wave.

It pays to be a member of the Order, because it protects its members, assists them in securing positions, increases wages, shortens hours of service, prevents reductions in wages, and in many other ways acts the part of a powerful friend.

The O. R. T. has overcome more opposition than any other labor organization in existence, and made itself generally respected on its merits. It is loved by thousands for the enemies it has made.

The Order of Railway Clerks of America is progressing finely. During April it increased its membership by 287. It will hold its initial convention in the fall, probably at Buffalo, N. Y. Grand Lodge headquarters are at 508 Ohio St., Sedalia, Mo.

Within the past thirty days schedules have been revised on the Central Railroad of New Jersey, the Chesapeake and Ohio, and the Pere Marquette Railroads, and in each case the telegraphers received a substantial increase in pay as well as other valuable concessions.

It is reported that the Erie Railway is providing life employment for employes that have been crippled in its service, by removing the telegraph instruments from its sig-

nal towers, replacing them with telephones and placing old crippled employes in charge of the signal towers. This is certainly better than letting them flag crossings, in all kinds of weather for wages that were scarcely sufficient to keep their souls in touch with their bodies. The telegraphers can find something else to do that will pay them better.

It is sometimes very discouraging to read about slim attendance at local division meetings, but the situation is far worse on some System Divisions where no meetings are held from one year's end to the other. Small meetings are decidedly better than no meetings at all.

It is getting to be a frequent occurrence that of receiving letters written on a machine with the signature of the writer omitted. These letters get pigeon-holed indefinitely, as it is impossible to guess who the writer was. It is one of those unfortunate errors that usually make two men vexed, the sender and receiver.

Capital is now organizing to the limit by the amalgamation of corporations. This forces labor to do the same thing by means of a more effective federation. The day is near when all wage workers who have developed sufficiently to unionize themselves will stand shoulder to shoulder, regardless of creed, color, or previous conditions.

The Colorado & Southern Railway 1 issued a pamphlet dated April 1st, entitled "What Has Been Said in Criticism of the Service of the Colorado & Southern Railway." The pages of the pamphlet are left blank with the intention of inferring that nothing has been said in criticism of the road. The Colorado & Southern has been boycotted for a year past for treating its employes in an unfair and arbitrary manner. Perhaps nobody rode over that rode during that time who had sense enough to make a kick.

One of our readers, Mr. T. Haagen, manager of the Postal Tel. Cable Co., at Hancock, Mich., reports a case of over-remittance being returned to him. It occurred in 1889, when Mr. G. H. Thayer, superintendent of telegraph on the Chicago & Northwestern Railway, returned to him \$2.85, all in fractional currency, which he still keeps as a memento of the occasion.

Some time ago announcement was made that the trouble between the *New York Sun* people and the Typographical Union had been amicably settled, but from later developments it seems that this was not the case. Typographical Union No. 6, of New York, is now out with a circular letter telling a story of a shameful betrayal of confidence on the part of the managers of that publication, and urge their friends to renew the kind of opposition that will either bring them to time or take their plant to the hell box.

The Mortimer D. Shaw Monument Fund subscription is closed, and it is expected that the shaft will be finished and probably erected by Decoration day, May 30, next. Subscriptions previously reported...\$151.40
By J. C. Watts..... 6.50
L. W. Quick..... 1.00

Total\$158.90

Sixty-nine dollars and fifty cents of this amount was collected by Mr. J. C. Watts, of the Western Union, at 195 Broadway, New York, who was untiring in his efforts in behalf of his old friend.

We have received a copy of "Bugle Calls," by Benjamin Wood. It is a straight out advocate of trades unionism and champions the use of the Union Label wherever possible. It is kindly, fair, sane, practical, and will appeal to many of the employing class who now look upon Unions as unlawful assemblies. It will have a beneficial influence among a class who cannot be reached except in some such manner. Mr. Wood, who

is manager of the strictly union clothing house of S. N. Wood & Co., New York and San Francisco, is doing his part to help matters along. A sentence in the book tells the story: "Let us in particular leave a name that will survive the wreck of mortality, by offering our mite of assistance to those who are chained to long hours and anchored to small wages." That is a laudable sentiment, and the one who gives utterance to it is on the right track.

The book is elegantly bound in cloth, 12mo., gilt top; price, \$1.00. Brentano's, New York.

In these piping times of peace and prosperity for gamblers, promoters and other non-producers, who cares for the croakers who dolefully asserts that "What goes up must of necessity come down?" Not anyone. But when the reaction comes, as it surely will, then will be the wage worker's opportunity. The party of the first part is now playing battledore and shuttlecock with labor's product without a thought of right or wrong or a hereafter. The party of the second part will have an innings when the tumble in prices comes and seize a little more of its own, never to relinquish it again. Labor is progressing always, but its pace is accelerated during hard times, paradoxical as it may seem.

The Standard Oil Company declared a dividend on May 1st amounting to twenty per cent on its capital stock of \$100,000,000. At the same time a plan was adopted for increasing the capital stock of the company from \$100,000,000 to \$400,000,000. The increase in capital stock will merely be in the nature of an adjustment, as four shares of the new stock will be given for one share of the old stock. It is a method of keeping from the eyes of the vulgar the profits of such a monopoly. Other corporations have been treated in that manner in the past until it looks to the present generation that the enterprise is only making six per cent on its capital stock, when in reality it is making nearer fifty per cent per annum.



FRANK MORRISON,
Secretary of the American Federation of Labor.

PERSONAL MENTION

BORN.—To Bro. and Mrs. J. H. Nichols, Fountain, Mich., on March 18th, 1901, a fine O. R. T. girl.

BORN.—To Mrs. and Bro. N. Kennedy, of Lime, Col., on April 9, 1901, a fine 9½-pound O. R. T. girl.

BORN.—To Brother and Mrs. Charles N. Green, of Great Falls, Mont., March 26, 1901, a fine ten-pound boy.

BORN.—To Bro. and Mrs. C. R. Heasley, of Telluride, Col., on April 10, 1901, a fine twelve-pound O. R. T. girl.

BORN.—To Brother and Mrs. H. G. Younk, of Kearney, Ont., on April 4, 1901, a fine nine-pound girl. Brother Younk is a member of Canada Atlantic Division, No. 15.

BORN.—To Bro. and Mrs. Frank Gilleran, of Priceburg, Pa., a fine eleven-pound boy, on April 28th. "GN" has made application to Secretary Pace for membership for "GN," Jr.

MARRIED.—Bro. Thomas J. McCabe, Chief Telegrapher of Camden, N. J., Division, No. 84, and Miss Lizzie Meiler were married on April 23d. The happy couple have the best wishes of the telegraph fraternity and a host of other friends.

MARRIED.—Miss Hallie England and Bro. T. W. Barron were united in matrimony at the home of the bride's parents in St. Louis, Mo., on Tuesday, April 30th, the ceremony being performed by Dr. J. T. M. Johnston of the Delmar Avenue Baptist Church, with members of the family and a few intimate friends present. The bride is the daughter of Attorney J. C. England. Bro. Barron is General Chairman of Missouri Pacific System Division, No. 31, and also a member of the Board of Directors of the Order of

Railroad Telegraphers. The telegraph fraternity extend congratulations and wish the happy couple long life and prosperity.

MARRIED.—At Lockport, La., on Wednesday evening, April 17, 1901, Miss Leona Le Brun and Bro. John Melancon were united in the holy bonds of matrimony. The groom is a member of the Southern Pacific Division, No. 53, employed at Raceland, La. That he has numerous friends was proven by the many useful and ornamental presents which the happy couple received. The fraternity extends congratulations.

MARRIED. In the parlors of the Virginia Hotel, Benson, Arizona, Sunday, April 14, at 11 a. m., Miss Lillie Lee, of Sedalia, Mo., to Bro. T. L. Sherrill, of Benson. The bride is the charming sister of Mrs. F. L. Thompson, wife of Local Chairman F. S. Thompson, of Pantano, and the groom is second trick operator at Benson with the Southern Pacific. The marriage was a surprise to all save Mr. and Mrs. Thompson, they only being in the secret, and present at the ceremony. The fraternity wishes them heartily much happiness.

MARRIED.—Miss Fronie Chambers and Bro. Edward Ewell Ely were united in matrimony at Cameron, Tex., on April 21, 1901. The knot was tied by the Rev. Kilgore in the presence of a few of the most intimate friends of the happy couple. Bro. Ely is a member of the Santa Fe System Division, No. 23, and a very estimable young gentleman. The bride is a most excellent young lady and well thought of by all who know her. The best wishes and congratulations of many friends go with this couple to their new home at McGregor, Tex., at which place the groom is cashier for the Cotton Belt.

DIED.—The beloved wife of Bro. J. F. Thornton passed away at Lincoln, Neb., on the 8th day of April, 1901, the funeral taking place at Greenwood, Neb., on Wednesday, April 10th. The telegraphic fraternity take this means of extending their sincere sympathy to Bro. Thornton.

WANTED.—Present address of Mr. Wilson Coone. Anyone knowing of his whereabouts will confer a great favor by addressing

ROY C. SLY,

Park Place, Lackawanna Co., Pa.

WANTED.—Present address of Mr. H. S. Wright. Last heard from was cashier in freight office for St. J. & M. at St. Joe, Mich.

J. A. McKEY,

McKinney, Tex.

WANTED.—Present address of W. E. Angel, who was in the Southern Railway strike at Bryson City, N. C. "N," if you see this write.

J. P. GIBSON.

Lancaster, N. C.

WANTED.—Address of Bros. R. L. Julien, L. M. Lytle and D. R. Vasbinder, all members of Division 52.

S. J. KONENKAMP,

2705 Jane St., Pittsburg, Pa.

WANTED.—The present address of H. L. Harter. Last heard from was at Kansas City, Mo. "BN," if you see this, write.

R. R. GORHAM,

Cloquet, Minn.

WANTED.—Present address of W. H. Meacham, who was in the Southern Railway strike at Bridgeport, Tenn. "W," if you see this, let me hear from you.

J. P. GIBSON,

Lancaster, N. C.

WANTED.—Addresses of Bros. J. B. Blue, W. L. Coleman, H. C. Bonbrake, and J. A. Murray, for mailing purposes.

A. W. DARRAGH,

G. S. & T.,

Lock Box 456, Pueblo, Col.

WANTED.—Present address of E. S. Carter. Last heard from at Oswego, Kan., on Frisco. Ed, if you see this, write.

M. C. SPRAGUE,

care Missouri Pacific Railway,
Omaha, Neb.

WANTED.—Present address of G. E. Balbaugh; was working for Mexican Central Railway at Chihuahua, Mexico, last winter. "H," if you see this, write me; important letter for you.

C. L. MOONEY,

care W. U. Tel. Co., Pittsburg, Pa.

WANTED.—The name of the young man who relieved H. H. Horton at Biltmore, N. C., a few days before the Southern Railway strike came on, and who went out there.

G. T. SLATTERY,

28 Hancock Av., Athens, Ga.

WANTED.—To know the whereabouts of F. C. Boutz, a telegrapher. His folks at Monroe, La., require his presence for the distribution of a vast amount of property. He is supposed to be in the Western States. Information will be thankfully received by

Mrs F. C. Boutz,

Monroe, La.

Bro. M. J. Galligan, a distinguished member of Pueblo, Col., Division, No. 49, was elected City Attorney of Pueblo at the recent spring election.



Gleanings

The most of our mistakes come from being in a hurry.

* * *

If a man owns but one shirt he is naturally short of change.

* * *

The Women's Union Label League is making a big stir in many cities.

* * *

Some men make a guess, think they've thought, and then give it as an opinion.

* * *

Every man is all right in his way, but a lot of them are right in the way of others.

* * *

Don't talk at random. Make everything you say hit the mark or save your ammunition.

* * *

To be traduced by ignorant tongues is the tough brake that virtue must go through.—*Shakespeare*.

* * *

You may hire some men to be good, but as soon as you stop paying them you're up against it.

* * *

A servant girl's union has been organized in Watertown, N. Y. Hours, 7 to 7; wages, \$4 to \$5 per week.

* * *

If there be one man who does not work, then there is another who is crying for hunger.—*Chinese Proverb*.

* * *

Thirty telephone linemen have struck at Birmingham, Ala., because the management put negroes to work with them.

* * *

In London, England, buildings containing over 1,500 tenements, and erected solely for the working classes, are owned by the city.

A congress of most of the railroad brotherhoods has been organized in Colorado for the purpose of making their power felt in politics.

* * *

Some of the Southern cotton mills are closing to "curtail production," and the workers will soon be hungrily waiting for them to start.

* * *

Dressmakers are rapidly organizing. They recently held a national convention with delegates from twenty-nine States present. Outlook is good.

* * *

The demand for union label clothing has resulted in the displacement of 200 Chinamen by members of the Garment Workers' Union at Los Angeles.

* * *

The Chinese never wear wool, not even in the depth of winter, and generally speaking, the entire population clothe themselves in cotton all the year round.

* * *

Four hundred coal miners who have been on strike at Blossburg, Ala., on account of a difference regarding the charges for yardage work, have returned to work.

* * *

Members of the Ship Caulkers' Union of the American Federation of Labor are on a strike for union wages and conditions in the shipyards of Elizabethport, N. Y.

* * *

A new use for Belgian mail bags is reported from the Congo. The Brussels authorities, having noticed that the mail bags were not returned, made inquiries, and discovered that the Congo postmen presented them to their wives and sweethearts, who

cut out the bottoms and used them as dresses by simply tying a cord round the waist. The great black official seal served as an ornament.

* * *

In Germany an employer practically controls the brain of his employe and is entitled to any inventions which he may make during the course of his employment.

* * *

The House of Representatives of Tennessee has passed a bill prohibiting prize-fighting or sparring with or without gloves; violations are punishable by from three to twelve months' imprisonment.

* * *

Contentment abides with truth. You will generally suffer for wishing to appear other than you are, whether it be richer or greater or more learned. The mask soon becomes an instrument of torture.—*Arthur Helps.*

* * *

No thinking man will contradict that associated industry is the most powerful agent of production and that the principle of association is susceptible of further and beneficial development.—*John Stuart Mill.*

* * *

The American Steel corporation has reached across the northern border and now has in its possession, if one is to believe the telegraphic dispatches, the Canadian Iron and Steel Works, located on Cape Breton Island.

* * *

R. Gray, ex-station master of the G. T. R. at Stuart St., Hamilton, recently sued the company for \$100 damages for alleged wrongful dismissal, and lost the case in the Division Court. He is now suing for \$200 in the County Court.

* * *

The English press predicts trouble between the masters and the operatives in the English cotton trade. High prices for the raw material, a decline in the demand for the manufactured article, and American competition, it is claimed, make it impossible for the English manufacturer to compete in the markets of the world with the

products of other countries. A forced reduction in wages is predicted unless wages can be agreed upon that will put the English factories on an equal basis with those with which they come in competition.

* * *

The Missouri Supreme Court has handed down a decision holding the barber's law constitutional. The law was passed at the last session of the Legislature, and provides for an examining board, from which all barbers must secure a license.

* * *

Firemen over the entire system of the Lake Shore road have been granted a material increase of wages, and the action taken by the management has averted what threatened to cause serious trouble.

* * *

The Union tobacco workers of Cleveland, Ohio, have been granted a nine-hour day with ten hours' pay. There was no strike and no demands were made upon the employers for a shorter work day, the tobacco workers say, but the bosses granted the improved conditions without being asked.—*Plaindealer.*

* * *

A new factory act affecting the labor of women and children came into force in Germany on January 1. It raises the age at which children can be employed, and it shortens the hours of labor. Work cannot begin before 5:30 a. m., or continue after 8.30 p. m. This is a slight improvement on the old law.

* * *

The authorities of all great cities are given to making occasional crusades against vice in its numerous forms. Their efforts are always directed toward the men that gamble, or keep dives of various sorts, and that are guilty of open violations of the law. It has never occurred to the crusaders to get after the employers of girls who work their employes from ten to fourteen hours per day at starvation wages, in order that they may make large profits and be able to live in luxury. These employers are worse ene-

mies of the public than the gambler, the dive-keeper and a host of other offenders on whom the hand of the law is laid. Long hours and low wages have a tendency to drive men and women into the vicious channels which afford an easier life. Do away with the sweat-shops, give every man and woman a chance to earn a decent and respectable living, and you will have done away with one of the really great evils of the day which threatens to undermine society and government.

* * *

Good wages make good citizens. Trade unions create good wages and as a consequence are doing more to make good citizens than all other agencies combined. Cheap wages breed discontent, a low order of citizenship, vice and immorality. As a consequence of the foregoing truism and economic fact no good Christian can afford to discourage the organization of the workers.

* * *

The striking employes of the silk mills at Wilkesbarre, Pa., have returned to work. Bramford Bros., in whose factory the difficulty occurred, conceded an increase in wages ranging from 5 to 20 per cent, and adjusted other matters in dispute to the satisfaction of their employes. It is hoped that the settlement of this dispute will lead to the adjustment of the troubles the silk workers are having with other factories.

* * *

Two railroad men on a section of a Western road are in a state of aggravated perplexity. They comprise the entire force employed on that section. A printed rule requires that when a broken rail is discovered, one section hand must run in one direction, and another in an opposite direction, to intercept approaching trains. Now they wonder how the broken rail can be mended while the entire force is scooting off to flag trains. *Ex.*

* * *

Not long ago Count Leo Tolstoi was excommunicated by the Greek church of Russia, and now the Russian government has banished the distinguished nobleman. This is the price Tolstoi pays for being a

scholar, philosopher, philanthropist and humanitarian. His reward is this, that he is known and loved by every thinker in the universe and that his memory will be cherished when the Russian oligarchy lies forgotten in the dust of ages and the Greek church is as dead as the consciences of its mentors.—*Sandon Paystreak.*

* * *

At present the outlook is dark and depressing for any young man who starts alone and unaided to make his way against the gigantic trusts of America. In turning his attention to the movements of modern socialism alone lies his hope of the future financial independence and safety. Socialism does not mean throwing infernal machines into the homes of the millionaires or dividing all the riches of the world among the lazy, the dissolute and the worthless. It means simply co-operation and combination of the people in all business enterprises, and the public ownership of railroads, banks, telegraphs, and telephones.—*Ella Wheeler Wilcox.*

* * *

A baggage agent on a St. Louis road reported to his chief on a damage claim as follows: "In regard to bicycle being broken by calf jumping into it, I would just say that this was a very wild calf, and I could not hold it. So it done about as it pleased and jumped onto this bicycle with both feet, and kicked both tires off, and bent some of the spokes, and calf, bicycle and all went out of the car together. These calves are given to us with only a rope around their neck, and sometimes we have 10 or 12 of them at once, and it makes a very bad-looking car to put baggage in. Sometimes a valise that is not locked comes open and the clothes are spilled out on the floor, and they are in a fearful shape by the time the calves get through with them."

* * *

The decision of the superior court recently rendered at Harrisburg, in the case of the Commonwealth against Norton, is of importance to trade unions. Norton was convicted of counterfeiting a trade union label. An appeal was taken to the superior court, and among the questions raised the

most important was that of the constitutionality of the act of assembly under which the prosecution was brought. This question the court does not decide flatly, but sustains the conviction. That act was approved by the governor on May 21, 1895, and it provides generally for the adoption of trade marks, labels, symbols or private stamps by incorporated or unincorporated associations or unions of workmen, and makes the counterfeiting or imitation of such trade marks, etc., a misdemeanor.

* * *

C. A. Coey & Co., whose advertisement appears on another page, we learn have recently trebled their factory space in order to keep up the great demand that railroad men are making upon them for the attachments.

Last season we were advised that they were compelled to double their factory facilities twice. The machine is the means of saving many an operator many miles of walking to and from his office.

They have just equipped their device with a very successful bicycle motor, and seem to understand the requirements of railroad employees from section men up to the general manager.

We are informed that a large part of their success is attributable to the advertisement running in THE TELEGRAPHER, which is still more evidence that our advertising pays those who patronize our columns, and also evidenced by its constant growth.

* * *

Few amongst moderns have looked upon man and his doings with clearer eyes, or generalized more accurately than Carlyle, and though seventy years have rolled past since the following was penned, the interval has amply confirmed his estimate and reckoning:

"I might call them two boundless, and indeed unexampled electric machines (turned by the machinery of society) with batteries

of opposite quality; Drudgism the Negative, Dandyism the Positive; one attracts hourly towards it and appropriates all the Positive Electricity of the nation (namely the money thereof); the other is equally busy with the Negative (that is to say the Hunger) which is equally potent. Hitherto you see only partial transient sparkles and sputters; but wait a little, till the entire nation is in an electric state; till the whole vital electricity, no longer healthfully neutral, is cut into isolated portions of Positive and Negative (of Money and Hunger), and stands there bottled-up in the two World batteries! The stirring of a child's finger brings the two together and then—what then?"

* * *

Additional interest will be centered upon the acetylene gas display at the Pan-American Exposition because of the fact that in France an acetylene cannon is used by the winegrowers to prevent hailstorms.

The explosive agent used in the gun is a mixture of acetylene and air, and it is fired by an electric igniter. The use of acetylene in the gun is designed to obviate the necessity of keeping a supply of explosive material on hand for charging the gun.

The cannon is connected with an acetylene generator, and is thus always ready for use.

It is stated that 65 pounds of carbide serves for about 1,000 charges, and will last six months.

The valve between the explosion chamber and the acetylene generator is controlled electrically, and the operation of the gun consists in closing the gas-valve circuit for a few seconds, then opening it and closing the igniter circuit to fire the charge.

It is said that a battery of guns may be installed, covering a large area, and be fired simultaneously from one station by a single operator.

In sections of the United States where hailstorms do great damage, a similar acetylene gun might be made to do good service.



MISCELLANY

A REVISED SCHEDULE ON THE C. & O. RY.

THE General Committee representing the telegraphers on the C. & O. Ry. have been in session revising and amending their schedule. Along with a substantial increase in pay, the following rules were agreed to on April 20th:

ARTICLE I.

Any operator at any regular telegraph station, whether termed agent, assistant agent, or otherwise, and whose name appears on the Company's pay-roll, will be considered an operator.

ARTICLE II.

While the Company reserves the right to fill such positions (exclusive agencies) as it deems best for the interest of the Company, operators will be considered first in connection with filling positions as exclusive agents.

ARTICLE III.

The minimum salaries for operators shall be forty dollars per month, except on the Allegheny and New River Districts of the Huntington Division, where they shall receive not less than forty-five dollars per month. Salaries of employees exceeding the minimum rates herein mentioned, shall not be reduced.

Copy operators in dispatchers' offices to be paid sixty dollars per month.

ARTICLE IV.

Operators will not be granted leave of absence to exceed sixty days, except in cases of sickness or injury, and in cases where operators desire to attend college, in which latter case leave of absence will be extended to cover period of session. Leave of absence to attend college will be granted only when convenient to the Company to do so.

In filling temporary vacancies of thirty days or more, the oldest extra competent operator in the service will be given preference.

ARTICLE V.

Operators will be regarded as in the line of promotion, advancement depending upon faithful discharge of duty and capacity for increased responsibility. Where ability is equal, seniority will have preference.

The oldest operators in the service on each chief dispatcher's division shall be promoted in turn, provided, in the judgment of the division officer, they have the ability to fill the position.

When a vacancy occurs the position will be offered in series of—— beginning with the oldest operator in the service until accepted.

When positions are abolished or offices closed, the operators affected will be entitled to any position that their seniority and merit entitles them to.

Operators will not be allowed to trade their standing.

The dispatchers are authorized to excuse any operator any length of time during day or night when, in the dispatcher's judgment, operators' services will not be needed.

ARTICLE VI.

Where a copy operator is placed in the dispatcher's office, he will be in line of promotion to dispatcher, the policy of the Company to consider him in connection with the first vacancy in the dispatching force. Pending the time that he is serving as copy operator he will be required to assist the Chief Dispatcher in his clerical duties if required. The Chief Dispatcher will allow him an average of at least three consecutive hours per day, or more if practicable, to copy and assist the dispatchers, and to ob-



L. B. Bobbitt.	J. W. Kiser.	J. J. Holt.	A. L. Miller.	L. G. Bentley.	W. D. Hiser.
Stone Cliff, W. Va.	Ona, W. Va.	Backbone, Va.	Morchead, Ky.	Toano, Va.	Russell, Ky.
H. E. Henson.	G. P. Grogan.	E. L. Stratton.	L. E. Hicks.	W. B. Bickers.	
Elk Hill, Va.	Russell, Ky.	Gen'l Chairman.	Craigsville, Va.	Holcomb Rock, Va.	
		Balcony Falls, Va.			

CHESAPEAKE & OHIO GENERAL COMMITTEE—SYSTEM DIVISION NO. 40.

serve and study the movement of trains over the road.

Train dispatchers are considered officers of the Railway, and the Railway reserves the right to fill the position as it deems best.

ARTICLE VII.

Operators will not be suspended from the service of the Company without a just cause. If they consider their punishment unjust, they shall have the right to appeal from the decision of the division officers through the General Superintendent to the General Manager, the appeal to be acted upon promptly. Operators who may be suspended will be given a hearing by the Chief Dispatcher or Superintendent within seven days, and will be notified promptly result of the investigation. If suspension is made the punishment, it shall date from the day taken off for investigation. In case the operator suspended is found to be innocent he will be paid for the time lost. Operators who are required to appear before the Chief Dispatcher or Superintendent for investigation, may, if they desire, select an operator employed on his division, to be present at the investigation.

ARTICLE VIII.

An operator leaving the employment of the Company will be given, at his request, a service card of the Association of Railroad Telegraph Superintendents, stating the term of service, capacity in which employed, and under what circumstances he leaves the service of the road.

ARTICLE IX.

At offices where three or more operators are employed, ten hours will constitute a day's work, the manager of such an office to determine the hours of the operators; but the trick will not be split more than once. At other offices where two operators are employed, or where one operator is employed, twelve consecutive hours will constitute a day's work, including one hour for dinner. If kept on duty by proper authority more than the above number of hours, operators will be paid overtime. If an operator is called upon for special service outside of his regular hours, after having been excused by the dispatcher, he will be allowed

not less than one hour overtime. Operators to receive 25 cents per hour for overtime.

ARTICLE X.

Overtime will not be allowed unless reported to the Chief Dispatcher within forty-eight hours after the service is performed. Operators will be notified when their overtime is not allowed as per report. In computing overtime, less than 30 minutes will not be counted; 30 minutes and less than 60 minutes will be counted one hour. Operators called upon for temporary work in case of accident away from telegraph office, will receive their regular salary, and if expenses have to be incurred, will be reimbursed therefor. When called upon to attend court, etc., in the interest of the Company, an operator shall receive two dollars per day, and one dollar for living expenses, and all necessary railroad fare and carriage hire.

ARTICLE XI.

The operator in charge of an office will not be responsible for the action of a student placed in such office by the Railway Company, who, however, shall not be retained in such office in case charges are made by the operator against him. In no case will there be allowed more than one student in an office on a chief dispatcher's territory at one time. A record will be kept in the office of each Chief Dispatcher in which the services of each operator will be recorded.

ARTICLE XII.

The General Regulations apply to the operators in "Q," "F," "HX" and "HU."

ARTICLE XIII.

The Cincinnati District and the Bridge District will be considered as one Chief Dispatcher's territory, except as to operators employed in the office of the Superintendent of Terminals.

ARTICLE XIV.

Greenbrier Division—Offices on the Greenbrier Division will be filled by operators from the Allegheny and New River Districts, in accordance with Article V, until May 1, 1902, after which time it will be considered a separate division. This not to affect men now on the Greenbrier Division.

ARTICLE XV.

These Rules and General Regulations supersede all previous Rules and General Regulations.

It was also ruled that operators located at isolated points, which necessitates them to purchase family supplies at other points, the Company will carry the supplies free, and will furnish the operator and his wife time passes between certain points.

When operators are transferred by the Company from one point to another, passes will be furnished for themselves and families, and their household goods will be transported free.

Transportation will be furnished an operator looking for employment, if, in the judgment of the officer applied to, the operator is worthy.

Operators will be furnished transportation and will be allowed to attend their monthly meetings under the same conditions as heretofore.

THE FATE OF PENNSYLVANIA'S EMPLOYER'S LIABILITY BILL.

WITHOUT making invidious comparisons, it is a matter of interest to note the different treatment accorded what is termed a labor measure in the Senate and House of Representatives in the State of Pennsylvania, and the same thing in Colorado. In the latter State labor has paid proper attention to politics for some years past, with the result that its interests are guarded both by night and by day, while in the former State (Pennsylvania) they are just taking the initial moves toward protecting their interests. Compare this with the Colorado enactment as set forth on page 296 of THE RAILROAD TELEGRAPHER for April.

AN ACT

To give to all employes of any person, firm, company or corporation doing business in this State the same rights as are now enjoyed by persons not so employed.

Section 1. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the authority of the same, that from and after

the passage of this act all employes in civil actions against any person, firm, company or corporation shall have all the rights in said action as persons not so employed.

We are informed by Bro. J. N. Weiler, Secretary of the State Legislative Board, that this bill met with such serious opposition by corporate power, that after a three months' fight in committee and on the floor it was killed on second reading. In its place a bill was offered known as the Jones Liability Act, which was not acceptable to the railroad employes, and was in consequence gently laid away.

The Hon. J. W. Mayne made a speech in regard to this bill that shows the present status of labor legislation, and as things are improving there very fast, in a few short years it will be cause for wonderment that such a state of affairs ever existed. He said:

"Mr. Speaker: This is one of the labor bills that labor does not want. It stands on the calendar to-day, I believe, for no other purpose than to get out of the way the one bill that labor did ask for and which was unmercifully side-tracked yesterday without giving a chance to labor to be heard.

"House bill No. 32 was tabled indefinitely. I say this bill under consideration now, is nothing other than a 'sop' thrown at labor, and I regret, after all, the repeated requests, after all these years of begging, pleading, and knocking at the door of this legislature that the proposition embodied in house bill No. 32 has now been finally put out of reach, as it undoubtedly has, and that labor shall go out of this session with practically nothing given to it, nothing in the way of what it has asked for.

"It seems strange to me that it should be charged, as it has been charged, Mr. Speaker, and it is a deplorable fact that the legislature of 1901 has a 'deaf ear' for labor and for labor bills; that this legislature has with studied opposition stood in the way of all bills favoring labor and has rendered all prospects hopeless as far as the passage of practical labor measures are concerned.

"It was a matter for quiet congratulation on my part when I noticed that the author of house bill No. 32 was Mr. Stroh, himself a large employer of labor, a man of means

and full of sympathy for the working classes.

"Let it not be overlooked at this time that the bill that labor wants wears no strange face. It is not the first time that it has been presented. The appeal of labor which it embodies has been before the legislature four times, if I am not in error, and passed the House at least once, only to meet its fate in the Upper House of this assembly, where so many meritorious measures find a grave and so many bills are born out of time.

"Is it to be presumed, Mr. Speaker, and gentlemen of the House, that when a measure like bill No. 32 appears again and again, that it has no merit or justice in it? Is it not a presumption in its favor that there is both need and justification for it?

"It happened to be my misfortune, for so I declare it to be, to hear the argument against this bill, and I shall never forget as long as I live the impression that was made upon my mind that particular day. On the day in question there was to be a full and free discussion of both sides of the measure. When the day came, I heard arguments against the bill for two hours and a half. It was the first time I realized how hopeless labor is when it comes here to plead its cause.

"Great interests were represented there. At the head stood a man, the spokesman for the opponents of the bill, who is not present to-day, but who himself is a creature of corporate power and a champion of corporate power. I am not enough of a coward to speak unkindly of a man in his absence, but I wish he were here so I could say to him what is the burden upon my mind at the present time.

"On that particular occasion I heard American labor lauded on the one hand, as I never heard it lauded before, at the hands of great vested interests in the city of Philadelphia and in Pennsylvania. I heard it said that the glory of the American workingman was worldwide, and that his skill was matchless the world over. That, Mr. Speaker, was well said. This was the tribute paid labor by its great employers with their millions and millions of capital. Did they recognize that that same skilled labor made them the vast fortunes of which they are the pos-

sessors, and that it is that well-trained arm of the American mechanic that has made American industry the monarch and master of the world's trade? And yet, on the other hand, and as in the same breath I heard it stated that there was no common-sense in this bill. I heard the idea illustrated by examples, one of which was repeated by the author of the very bill I am now opposing, examples the most ridiculous, far-fetched and imaginary, that a biased mind could possibly invent. I felt that the arguments that day were in no small measure a presumption upon the intelligence of the committee before whom the hearing took place.

"Pray what is the great fear that is expressed with reference to this bill? I am told, sir, we may not trust a jury of twelve of our fellow-men upon a simple proposition which involves a recovery of money for injury received. I am told that we may not trust such a body of men to decide whether a claimant has just cause for action or not. Then have we, indeed, fallen upon strange times. I want to say for myself, however, that I would now, as at any other time, rather submit my case to twelve men taken from the common ranks of my fellow-men and have their verdict than to have the final decision of any judge in any court in the country. That declaration is based upon the presumption that there is no such thing as a sense of justice and a willingness to do right in the heart of the ordinary man. Yet, for myself, I believe that if there is a court anywhere where justice sits enthroned it is in the jury box where twelve men are chosen to decide between right and wrong as between man and man. On that day to which I referred, as soon as the argument against the bill had been heard, an argument which was repeatedly received with loud applause, I looked about me for some voice to rise and speak in behalf of the bill. But there was no person present, no, not one, to champion it. Why was that, Mr. Speaker? It was that very thing, the contrast that was presented, which impressed me in the manner referred to. I made it my business to at once inquire why the labor organizations were unrepresented; why there was not some first-class

lawyer there to plead their cause, and I was told there was no money with which to engage one, and that they had to let the matter go by default in consequence.

"Aye, it is the same old story we meet with the world over. It is the story that has been repeated a thousand times in the history of this country, and, unfortunately, will be repeated in days to come. But, Mr. Speaker, labor will yet compel its opponents to countenance it and obtain recognition. Labor is to-day and always has been the under dog. What an example we have had before our eyes in recent days. Who is it that rides upon the crest of the wave of prosperity to-day? Is it the workingman? Oh, no! He has never been there. He is always the drift wood that floats on behind, carried along by the momentum of the tide. How often have we seen the tide of prosperity sweep over the country, and, only when the dividends have been paid and stockholders have reaped the first harvest and the second harvest and the third harvest, were wages advanced. Then the hour comes when the wave breaks and recedes. Who is it then that suffers first? Not the stockholder nor the capitalist, but the wage-earner, for wages are always the first to go down.

"I said to myself as I recalled all this and considered what has since happened in connection with this bill, God pity labor! How friendless it is! When corporations want legislation here, all that is necessary for them to do is to snap their fingers, and a hundred men will rush to their aid. But, when labor wants a friend it must go begging for him upon the floor of this House.

"How is it, gentlemen, that we display so much nervousness over this bill, or rather for the bill that this bill is intended to displace? Why is there such a rush for the door? Such a slipping away? Such an effort not to go on record when the yea and nay vote is called?

"I will tell you why. Many of us are haunted by the spectre of a promise given that we steadily and cunningly seek to violate. For there comes a time, gentlemen, when labor is very dear to us. It is the hour when you and I are aspiring to a place in these legislative halls. That is the time

we go around the country, visiting farms, furnaces, foundries, mills, factories, and workshops, looking for votes. That is the time we pat the workingman on the back and call him a good fellow and 'set them up' for him in plentitude, and assure him of our readiness at all times to stand for him and behind him, and against his oppressor.

"But when the time comes for us to fulfill our pledges we lack the courage of our convictions and forget our small promises and play the part of cowards and cravens. We fear corporate power and corporate disfavor! We fear that certain corporations might withhold from us favors with which to reward our political friends. I know what I am doing while standing here this morning alone, pleading for a bill whose underlying principle is just and fair. It is quite possible that it will affect my pocket-book and my material interests. But may the day never come, Mr. Speaker, when I shall be so cowardly and forgetful of my duty towards the large army of the struggling working forces as not to rise in my place and express myself in behalf of bills introduced by labor committees and intended for the betterment of its conditions! May my right arm wither in its socket when I no longer possess the manhood to express my convictions.

"It will only be a short time till the members of this House will stand before the court where the workingmen shall be the judge and jury; when they shall pass upon your broken pledges and call you to strict account for your violation of them.

"I regret that house bill No. 32 is dead. Dead, as I believe, beyond the hope of resurrection. Intentionally slain. I do not for a moment expect that all my speaking here will recall it from the grave in which it was so ruthlessly buried last Thursday. But, gentlemen, that grave is wept over by hundreds of thousands of workingmen in Pennsylvania! And now in the interest of this vast army whose cherished bill is dead. I ask you to help me carry through the resolution which I shall now make.

"As labor does not want the bill now before the House. I now move you, Mr. Speaker, that this bill be laid upon the table indefinitely."

ALLISON'S FROST PROOF WINDOW.

BRO. R. E. ALLISON, a member of the Order of Railroad Telegraphers, employed by the Canada Atlantic Railway as agent and operator at Ste. Justine Station, Que., has invented a device intended to prevent the formation of frost on window panes. The device can be used for engine cab windows, railroad coaches and in other places where frost is liable to

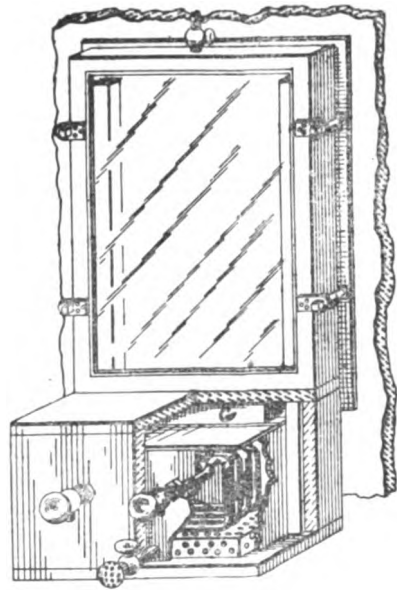


R. E. ALLISON.

interfere with a clear view. It is expected that this invention will prevent many accidents in winter time by giving engineers a clearer view of the track ahead, protecting them from unnecessary exposure by having to lean out of side window to see ahead; it will also be a great service to motormen, steamboat men and others, in cold weather.

It consists of a frame the size of a window, on which it is to be attached, one pane of glass set loosely enough in the frame to allow for expansion, and held in place by suitable pieces of rubber. Under this frame is a metal box containing coils of tubing or any other heating apparatus under which is a perforated false bottom covering cold air chamber, a long, narrow

mouth from top of this box enters between the pane of glass in the frame and that of the window. Two cold air pipes pass from near top of window down either side of the frame between the panes of glass to bottom of cold air chamber, and are open at both ends and a cold air pipe from atmosphere to cold air chamber. The metal box is incased in an outer box, through the front of which both ends of tubing and pipe to atmosphere are brought, one end of tubing is attached to boiler, on the other end a globe valve to regulate the escape of condensed steam. A valve is also placed on end of atmosphere pipe, furnished with a rose. After the space in metal box between the panes of glass has been filled with air (by opening the atmosphere valve) steam is turned on from boiler and passes through the coils of tubing, thus heating the air



FROST PROOF WINDOW.

which then passes up through the narrow mouth between the panes of glass to top of frame; it then passes down the cold air tubes into cold air chamber up through perforated plate, is re-heated and passes up between the panes of glass again.

On motors, electric heaters may be arranged to supply heat, and on railway coaches heat can be taken from the heater

pipes which pass along either side of the car under the windows. When fitted to coach windows the whole device is entirely out of view and the top of the mouth is the only part visible. It is simple in construction, costs very little, and entirely effective.

COULD NOT WORK IT.

HE was a telegrapher with some spare moments on his hands, and a fancy for arraying the vagrant musings of these idle moments in "rag-time" measures, and this is the story of a bold attempt to hold up the company and its downfall.

Inspecting one day, the "mill" which ground out the material for which his employers considered his stipend an equivalent. it occurred to him that some parts were getting the worse for wear, and, the wish being father to the belief, he proceeded to execute a flank movement on the purchasing agent in the following fashion:

.....Feb. 15, 1901.

SUBJECT

Requisition for a new roller.

To..... Sup't.

Dear Sir:

This roller from my old machine, a full eight months or more,
Its daily rounds has faithful gone, in room
6, just next door
To yours, and now its rounded shape shows
time's corroding scar,
Like other railroad properties, of which we
guardians are.

The owner can recuperate the wear and tear
of work,

But this machine, inanimate, must needs
your aid invoke.

My brain is quite inadequate to state my
needs at best,

A new roller, I badly need, now can you do
the rest?

Your influence, undoubtedly, the right result
would bring,

I cannot turn out first-class work on this
poor, battered thing;

So kindly put your signature and your approval on

My requisition for this part for "Densmore No. 1."

He bundled up the old roller, shoved the machine in the rack, grasped a pen and awaited developments.

Time rolled on, days grew to weeks, and weeks multiplied, and pushing a pen began to pall. At length his anxiety took the following shape:

The rubber trust has got me beat,
I'm ready to admit defeat;
And now I bitter rue the day
I let my roller go away.

I never thought they'd confiscate
A thing so old and out of date;
But rubber's scarce and very high,
They could not pass my roller by.

And as I push my facile pen,
While sweat drops fall like summer rain,
I often sigh, Alas! Alack!
I wish I had my roller back.

This brought results in the shape of the following notations on the requisition:

To.....Sup't.

"Employees who own their own machines must furnish their own repairs."

Signed.....Pur. Agt.

To.....Op'r.

"Do you want your old roller back?"

Signed.....Sup't.

And as his foot-sore and limping pen noted crosswise:

"If you can stand it, I can."

He sadly reflected in *prose*, "Now would'nt that JAR you."

CERT. 134.

A JACK OF ALL TRADES.

AROUND factories and shops where a large number of persons find employment, there is usually to be found a "Jimmy Johnson," who is handy at anything, and whose skill and resourcefulness is equal to any emergency that may arise. If anyone gets burned, cut or bruised,

or gets a sliver in their thumb, or a cinder in their eye, the services of Jimmy are immediately sought, and as often found comforting and effective. If a machine gets out of fix, Jimmy is the man who can put it in running order again, and all this work and useful service is done unostentatiously and cheerfully, notwithstanding that Jimmy draws the lowest pay of anyone on the roll.

The world owes much to Jimmy, and will never pay it, but when he dies there will be a small coterie of friends who will keep his memory green as long as they survive him.

There is another man of like propensities to whom the world is indebted without knowing it, and that is the man of many duties, whose sphere in life is to run the one-man country railroad station.

A Michigan newspaper of recent date quotes a case in point. It says:

In Ogden, Mich., there is a man who can equal the chap in the comic opera in the matter of jobs.

His name is Frank Phillips. To be sure, the hamlet hasn't a big population, but Phillips has organized the jobs so skillfully he has practically a monopoly on everything.

To begin with, Frank runs the general store, and recently established a bank in connection with it, where Ogden farmers deposit their hard-earned cash. Everybody has to call on him, for he is the village postmaster, also drawing a salary from the Lake Shore & Michigan Southern Railroad for being its agent here. He is the local telegraph operator and agent of the express company. The telephone exchange is in his store, and he is manager.

A few months ago, when the State law requiring drug clerks to be registered went into effect, Phillips polished up his memory a little, went to Detroit, and passed a fine examination. In addition to dispensing remedies, Frank has solemn duties to perform, for he is the only undertaker doing business in that vicinity. He buys grain of the farmers, pulls their aching grinders with neatness and dispatch, and whenever a watch or clock goes wrong it is taken to Frank to be fixed, as he is the only watchmaker on the ground. He is also an excellent gunsmith.

The days are long enough for him to find time to run a large stock farm successfully, which adds to his store of worldly wealth, while he is the only hotelkeeper in the village. Phillips' latest achievement, and one which has just brought him before the public, is his election as county surveyor. Phillips' first lieutenant in life is his daughter, who bids fair to develop into as great a hustler as her father. He is still on the sunny side of 50.

In the words of the immortal Jefferson, "May he live long and prosper!"

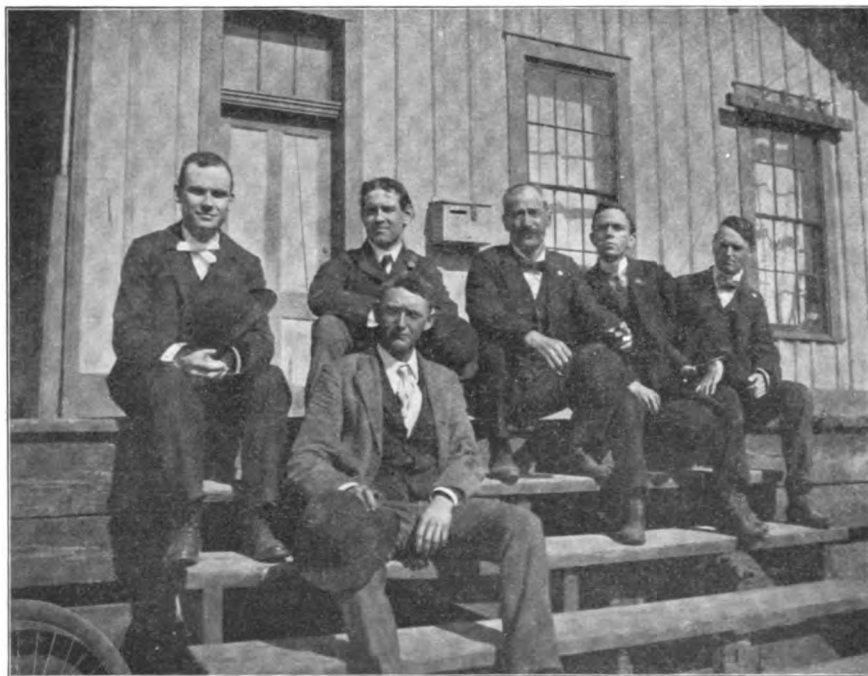
LABOR'S BATTLE.



ORGANIZED labor has long been a clog upon the machinery of greed and a watch at the home of the wealth producer, whether he is in the union or not. We believe that in the near future a deadly battle is to be fought between organized capital and organized labor. It is to be a death grapple by the united forces of labor unions on the one side and the united forces of the money unions on the other, and the highest court, the bankers' union, the lawyers' union, the trust union and the union of the professional politicians, the newspaper union, the ecclesiastical union, and the international union of ancient snobbery, backed by the armies and navies of the world, will combine to overthrow organized labor, that kicks and strikes against conditions that it could remedy at the ballot box. The Supreme Court has already affirmed the decision, appealed from Los Angeles, that to be a member of a labor union that may include a strike is to be a criminal. The federal government sent a special assistant attorney general to Hazelton to assist in establishing the right to shoot strikers. The military spirit is in the saddle. The rights of man are now made second to the dollar. We have cast the statue of Charles Sumner into the rubbish room, the Goddess of Liberty is hauled down from the capitol at Washington, the toiler who asks for humane treatment is called the "scum of creation," and the dial finger of modern civilization moves down to an aristoc-

racy of wealth, supported by a forced tax of "interest, profit and rent," wrung from every toiler. As long as organized labor contented itself by growling at conditions, and its leaders could be worked to organize a strike when the market is overstocked, as long as the workingman depended on the strike remedy, but voted with the proprietor, he was happy in the belief that he was a sovereign, and the boss was contented because

the army and the Gatling gun were behind him. It is because the Samson of labor has begun to recognize his duty, and because it is now cheaper to destroy the unions than to pacify them, because the toilers must hereafter be content with smaller wages, so the larger share of profits can be given to the capitalists, that we make this prediction.—*Annual address of General Master Workman Chamberlain to Knights of Labor.*



J. J. Walsh,
Night Operator.

A. W. Terrell,
Cashier.

J. I. Hey,
Agent.

E. L. Phillips,
Ticket Agt. and Operator.

T. H. Fogg, Baggage-man.

R. G. Raoul, Frt. Clerk and Opr.

THE M. K. & T. REPRESENTATIVES AT WAXAHACHIE, TEXAS.



Woman's World

FROM ALL POINTS VIEWED.

THE "Protest" from "Dot," in last issue, solicits opinions from others. Mine will not meet approval, as I cannot coincide with all her views.

Evidently she is looking at this situation through a very inadequate "telescope."

Never being wife in a home—judging from drift of article—would not place one in position to give fair and unbiased scrutiny—*exceptions granted*, if you please.

If women fill men's position, by *all means* demand corresponding salaries, and, as many operators' wives will say with me, take men's chances.

Recognizing the unpleasant features of night work for women, realize also, from experience, how a wife with little ones feels, alone night with women holding—unearned, some of them—day positions.

It was unwise and impressed you unfavorably the epithets applied by Bro. Bill, still I find in "Protest" an epithet applied to one of "God's" works by one of his superior creations, which is deplorable.

A "scab." Oh, man or woman, who may read this, remember there *is* a line of individuality that demands respect under *all* circumstances.

Abuses and aggressiveness will never unfold the desired results; we cannot all see *alike*, circumstances oftentimes—not desires—govern our movements.

All men are not drunkards and unkind husbands, nor all men so affable to women in offices, saints at home. The thank yous and *if you please* so lavishly bestowed, are frequently *denied* the wife—*exceptions cheerfully granted*.

The race of good men and women *is not* extinct; if we could only disabuse our minds of being down-trodden, raise our-

selves to the standard of our title, men will place us on the highest pedestal of value, never lose respect in our most humble vocation.

Men who *prefer* women in their offices must respect our preference for male help in our kitchens, and will do our own hiring too, my friends.

Adam was *not* very manly in his dealings with "Eve," still it was fear that overruled his better judgment, which demonstrates my assertion fear makes us dishonest and cowardly, governed by love develops nobility.

It is recorded—as our Sister states—we were created by an overwhelming intelligence—man in *his own* image, woman from one of "Adam's" ribs. That she was his last creation gives evidence of perfection. Well. *I* congratulate him on his work, considering what he had to work with—apologies to "Adam."

Had Carrie Nation reformed her *own sex first* the reformation of man would have to follow.

I have *no respect* for her sacrilegious methods; it is unfortunate a "cause" of such vital importance should be directed by freaks and fanatics.

If such women represent our sex, disaster will surely come.

Crude, vicious and unchristly are her teachings. How *Christians* can indorse her principles is unaccountable.

Too many women seek notoriety; go soul-saving while his "Royal Highness" is getting their muchly mothered flock.

Lay down *all weapons*, bid little children to come unto thee, guard, educate and rule with love; cease this struggle for imaginary right, it cannot remedy the situation; the sporting class of women, freaks and fanatics will vote with same, while home-honored

women cannot or *will not*, in justice to family, health or inclination, go to the "polls."

Men's ignorance is no argument; we women can match them to a man. One right we *can* claim, and maintain, the *right to be a "woman."*

You must take bitter with sweet when a subject is up for honest discussion; *I* am not viewing life through a pin perforation in a sheet of paper. Come out of your narrowness, my friends, you are both writers of ability; in a few years Dot will see through clearer glasses, and Bro. Bill be more careful in voicing his sentiments, although he was not personal.

Leave unkind, unlawful epithets to those who do not coincide with our views, to the uncivilized wrath, though unexpressed, leaves a distorted countenance, lowers us in

self-respect, makes our aims fall wide their mark, robs us of manhood and womanhood.

However, I stand third party in this interesting exchange of views, knowing in balancing opinions we arrive at correct conclusions; hope out of the three some may solve the problem.

It may be with *me* like with an engineman I knew, who responded to cry for help, both turned on him. If that will adjust matters amicably, will take my punishment with equanimity.

And give to each of you a hand,
Your criticisms bravely stand;
Across the distance I can smile,
For life at *best*, is such a little while

MRS. D. H. LAVENBERG
Toledo, Ohio.



Poetical

Humming of the Wires.

Oh, the humming and the drumming of the telegraphic wires
Makes me think of countless demons, with their weird and ghostly cries;
And the rumbling and the grumbling in the stillness of the night,
Bearing forth imagination in wild confusion's flight.

In wild confusion's flight,
In the stillness of the night.

Like some unseen hidden monster in the glory of his might.

Now 'tis rolling in the distance, like the murmuring of a storm,
Pitching up and down the hillside, devoid of shape or form;

Then roaring, then comes soaring, with concentrated force,
Down the mountain sides comes crashing a conglomerated course.

A conglomerated course,
With concentrated force,

Till it falls exasperated, with a wail that's weak and hoarse.

Now 'tis rising, now 'tis falling, like a huge Æolian harp,

Like the rolling of the ocean on the face of Titan's March;

Like a flood of rushing waters, dashing down the canyon walls,

Like the sighing of the hemlocks and the murmuring water falls.

And the murmuring water falls,
Dashing down the canyon walls,

Like a maniacal giant, who with thunderous murmur calls.

Like sweet music in the distance, vibrating as it flows,

Like the chime of many cymbals, whose echoes upward rolls;

Like the voice of hosts of singers, o'er the plains so far away,

Like the murmuring of the breezes, like a soft sweet summer lay.

Like a soft sweet summer lay,
O'er the plains so far away,

Oh, with wondrous mighty cadence, do the elements display.

How soothing to the spirit, with a tired and ceaseless throb,

Bears you away to dreamland, the land of peaceful nod.

Thus the wires as they are ringing and singing in the night,
Comes fanciful vibrations, puts your spirit into flight.

Puts your spirit into flight,
And singing in the night,

Bearing you away to the Fairies, whose land is fair and bright.

—C. E. Nichols.

Summit of White Pass, B. C., April 12, 1901.

The Turn of the Tide.

You may fondle your fame, like a hunter his game,
And exult in the roar and the rattle,
While the multitudes shout and the cannon blaze out

The praise of the victor in battle;
But the victor will pine when the shoutings subside,

And another will shine at the turn of the tide.

You may garner your gain, like a farmer his grain,
And boast of your bonds and your money;
You may gather your wealth by struggle or stealth,

As gathers the bee its honey;
But your honey will pall in the heat of your pride,

And turn into gall at the turn of the tide.

You may subjugate men, as swine to the pen

By the rod of the tyrant are driven;
You may flourish the whip with a merciless grip
But your fingers will fail, and the men you deride
Will flourish the flail at the turn of the tide.

You may prosper by wrong, as tyrants do, long,
And rule like a pitiless Nero;
And the truculent slave may lustily rave

In praise of his maculate hero;
But the tyrant will quail when the Judge shall decide,

And the right will prevail, at the turn of the tide.

—George Whitman, D. D., in *Chicago Standard*.

Alcohol.

I am the fire.
I burn, consume, destroy; I never build.
I am disease; my fever rageth hot.

I love the funeral pyre.
The beggar's coat, the velvet of the prince and
ermine robes of kings,
Alike, feed my insatiate desire.

I smoulder for a while, and then,
My flames burst forth and blazing high and higher,
consume again,
'Till naught consumable remains.

I am the burning lake.
Within my bounds no tongue its thirst can slake;
I am the fire that water queneth not.
—Clinton Bancroft.

"The Living of Life."

If when the Spring hath kissed the Earth so
warmly
That, smiling, it breaks forth in blushing flower,
Thou dost not feel, each year, Life's deepest
yearning,
And Love's ecstatic, magic-wielding power,
Thou hast not lived.

If when each season comes in so strangely,
Unfolding Nature's laws in beauty shrined,
Thou are not thrilled with full, profound con-
viction
That these are thoughts of an Eternal Mind,
Thou hast not lived.

If Music never spoke to thee so sweetly,—
A poet's thought, some dream of painter's
eyes,—
But thou hast found thy soul in rapture trembling
And taking wing, as 'twere, to Paradise,
Thou hast not lived.

If friendship whispered not to thee so fondly
But that thou wast a brother to thy friend,
Uplifting and enshielding him in trouble,
So far thy power and fortune might extend,
Thou hast not lived.

If thou hast never loved a soul so deeply,
That for its peace thou would'st not glad have
died,
If thought or mem'ry of that loved one's vision
Had not e'er since thee blest and purified,
Thou hast not lived.

If duty ne'er hath called to thee so strongly
That thou would'st not have battled on its side,
And, standing bravely all alone if need be,
Defied what fortune might for thee betide,
Thou hast not lived.

If joy or grief of man hath left thee coldly—
The pain of beast, the song of bird above—
If thou hast not the tender, pitying, heart-throb,
Proclaiming kinship of a deep, world love,
Thou hast not lived.

If thou hast schooled and trained thy soul so
nobly,
Exalting it with each refining grace,
That thou might'st yield each thought and each
emotion
In consecration to the human race;
If thou hast grasped the truth of God so clearly
That thou dost see Him in each atom's strife;
If thou hast ear for what all Nature's speaking;
That Life is Love and Love is quivering Life,
Then hast thou lived.
Then hast thou lived.
—Louis R. Ebrich in the Arena.

The Smith and the King.

A Smith upon a summer's day
Did call upon a King.
The King exclaimed: "The Queen's away;
Can I do anything?"
"I pray you can," the Smith replied.
"I want a bit of bread."
"Why?" cried the King. The fellow sighed.
"I'm hungry, sire," he said.

"Dear me! I'll call my Chancellor.
He understands such things.
Your claims I can not cancel, or
Deem them fit themes for Kings.
Sir Chancellor, why, here's a wretch
Starving like rats or mice!"
The Chancellor replied: "I'll fetch
The First Lord in a trice."

The First Lord came, and by his look
You might have guessed he'd shirk.
Said he, "Your Majesty's mistook;
This is the Chief Clerk's work."
The Chief Clerk said the case was bad,
But quite beyond his power,
Seeing it was the Steward had
The keys of cake and flour.

The Steward sobbed, "The keys I've lost,
Alas! but in a span
I'll call the Smith. Why, Holy Ghost!
Here is the very man!"
"Hurrah! Hurrah!" they loudly cried,
"How cleverly we've done it!
We've solved this question deep and wide,
Well nigh ere we'd begun it."
"Thanks," said the Smith. "O fools and vile,
Go rot upon the shelf!
The next time I am starving I'll
Take care to help myself."

—Edward Carpenter.

FACETIOUS

Truly Artful.

"A fellow I know bought a ring the other day," said Watkins, "and he wants to get a woman's opinion of it."

"A diamond?" asked the lady to whom he was speaking.

"Yes; he bought it for the girl he is going to marry."

"I see. And you brought it for me to look at?"

"Precisely. You see, he wanted to be sure it was all right."

"Sensible man! He wasn't willing to take his own judgment, but wanted that of a woman?"

"That's it. Will you——"

"With pleasure. Ah! that looks like a beautiful stone. Tell me about your friend. He must be an independent fellow to go off and buy the ring without consulting the lady."

"He is. He believes that if he hits upon the right thing himself she will respect him all the more."

She examined the stone carefully, and then put the ring on her little finger.

"And yet he wants to be sure?"

"Yes. He loves her so much that he wants her to be perfectly satisfied with it."

"How considerate! It's lovely; but——"

"But what?"

"But, can't you see," she asked, with a blush, "that it's too small?"

He Hadn't Lost One.

"John," she said, suddenly shaking him, "there is a burglar in the house."

"Are you sure?" he asked.

"Positive," she replied. "Don't you hear him?"

He got up and began to dress hastily, but quietly.

"What are you going to do, John?" she inquired.

"I am going to sneak out the back way and get a policeman," he answered.

"But if you go right downstairs now," she said, "you'll find him in the dining-room."

"Oh, I'll find him, will I?" he retorted sarcastically. "Well, now you just look me over carefully."

"Yes, John; what of it?"

"Do I look like a man who has lost a burglar anywhere?"

"No, of course not, but——"

"Do I have the reputation of being an impertinent fellow who is always interfering with other people's business? Do I in any way resemble the lost and found department of a daily newspaper?"

"No."

"Then why should I get tangled up with other people's property?"

"You're afraid, John."

"Afraid nothing!" he retorted indignantly. "I am looking at it from an ethical point of view. The burglar undoubtedly has been lost by the police, and if I took charge of him they might think I was trying to steal him and make a lot of trouble for me. Besides, I'm no searching party. You women don't understand the ethics of business at all."

A Severe Test.

Stranger—Call your paper a great advertising medium, do you? It isn't worth shucks. I put in an advertisement last week and didn't get an answer—not one.

Editor—My, my! How was your advertisement worded?

Stranger—A poor young man wants a pretty wife who can do her own housework.

Above Prejudice.

The story of the honest Swiss, who was too busy to leave his farm, and begged the neighbor who was bringing suit against him kindly to plead for both parties, has an amusing parallel in the judicial history of Connecticut.

A certain justice of the peace, wishing to bring suit against a citizen, consulted the statutes and found that suits of such a character might be brought before any justice of the peace.

"Well, then," thought he, "I'll just try the case myself."

Straightway he made out a writ against his adversary and signed it.

On the day for trial, the defendant appeared with counsel. Both gentlemen, not unnaturally, objected to the constitution of the court.

"Why," demanded the justice, "do you deny that I am a justice of the peace?"

The lawyer would not contest this point, but argued that such a construction of the law was against all sense and reason.

A vigorous altercation ensued, and then the judge remarked that not for the world would he have two gentlemen suppose him governed by any personal considerations. "I will, therefore," he added, gracefully, "render judgment against myself, and then appeal to the supreme court."

"But the mischief of it was," said the justice, relating the story afterward, "that when my judgment got to the supreme court it was unanimously reaffirmed."

Done His Best.

"Your constituents are getting annoyed with you," said the faithful adviser.

"For what reason?" inquired Senator Sorghum.

"They say you haven't done a thing to discourage the trusts that are becoming so rich and arrogant."

"You go back and tell my constituents they wrong me. Tell them that whenever I have come in contact with a trust I have done all in my power to take some of its money away from it."—*Washington Star*.

His Motive.

"I will ask you now," the attorney for the prosecution said to the witness, "if the defendant in this case confessed to you his motive in shooting the deceased?"

"Hold on!" interposed the attorney for the defense. "I object!"

"I only want to find out whether"—

"I object!" (Legal wrangle of half an hour.)

"The witness may answer," ruled the judge.

"Now, then, sir, I will ask you again, Did or did not the prisoner confess to you his motive in shooting the deceased?"

"He did."

"What was it?"

"He wanted to kill him."—*King*.

No Need to Worry.

The mother was in a state of mind over her first born.

When the father arrived, he having returned from his daily labor, he found the mother in tears.

"Oh, William," she wailed, "Willie says he wants to be a pirate!"

"Don't let that worry you," was the consoling reply. "When I was his age my ambition was to be a policeman."—*Indianapolis Press*

Artful Dodging.

Billson—Hello, Jimson! I've caught you at last. I've been trying for three weeks to get hold of you, so as to pay you that ten dollars I owe you, but everytime you suddenly disappeared.

Jimson—Eh? Have you been wanting to see me for that?

"Of course."

"Great snakes! I thought you wanted to borrow more."—*N. Y. Weekly*.

Mike's Ignorance.

Mike—Why do thim false eyes be made of glass, now?

Pat—Shure, an how else could they say throo 'em, ye thickhead!—*Tit-Bits*.

Our Correspondents

THE LOGIC OF THE UNIVERSE.

BY JOSE GROS.

THE seventh largest city in the Union has recently given us a few hints about the simplest processes through which revolutions can be accomplished in 24 hours. Please, timid ladies and gentlemen, don't let the word revolution frighten you out of your common sense, and remember civilization itself has never been yet anything but a constant chain of selfish and revolutionary movements. Just now we have no time to prove that, through self-evident historical facts, but we shall in a future article if the truth of our assertion is challenged. The revolutionary movement of the city we have mentioned does not belong to the criminal type. It was opposed by all the criminal elements of that city, by the crime in slums and palaces there, by the degraded classes in poverty and wealth, at the bottom of the social pit, on the top of the social pyramid. It was opposed by the rotten politicians of the old parties, and also by the worst enemies of the labor brotherhood—those men, who, although incorporated in those brotherhoods, are always ready to sell them to the highest bidder when election day comes for city, State, or National affairs.

There were two leaders of thought in that city to which we have referred, each one with the same thoughts or administrative business city programme. The only difference between those two leaders was that one of them, let us call him A, had a high social idea back of his thoughts or programme, and the other, that we shall call B, had no ideal whatsoever except that of getting the head city office. A publicly declared that the office was of no conse-

quence to him and that he did not want to be elected unless chosen by a majority or plurality of intelligent voters, unwilling to sell themselves for any consideration, large or small, and simply bent upon helping him to carry out his administrative plan for the good of the whole city and as a step towards a fundamental social organization in city and national life.

And Mr. A. was elected by a good majority, the same in importance which the city had been used to give to the opposite political organization, that of Mr. B. The vote was then a non-partisan vote, by which Mr. A was elected. The men who voted for him belonged to all parties. They voted simply as—intelligent citizens should always vote, on the merits of the issue at the time, on sound business principles, since civilization is essentially "A Business Concern," a compact which shall determine the quality of the business, whether it shall rest on honest or dishonest principles, whether it shall invite all that is good and noble in *man*, or most of all that is bad.

Now, we don't propose to attach any special importance to the revolutionary movement of that city. Much less do we expect to soon have a similar one in any national campaign, because there we come across a multitude of selfish aspirations which obscure the simple needs of any social organization however large. No healthy and permanent social changes can take place until a large number of important citizens decide to have and stand by a few clear, business, social concepts such as we have often suggested in previous articles, and such as are proclaimed and have been for years presented by men far more able and better known than the humble writer of these lines.

One of the elements that have no doubt given birth to the transient popular upheaval of the voters of that city of ours, in breaking party lines and overcoming all the forces of evil that every city contains, the evil of the poor and the wealthy, the criminal selfishness of saints and sinners, is that the man who carried the day happens to be not only wealthy and personally honest, but socially honest. And it is so easy to be wealthy and personally honest! And it is so difficult to be wealthy and socially honest! The rich have no interest, no incentive whatsoever in personal dishonesty. They would not long keep their wealth nor the respectability they long for, without personal honesty and piles of it, as a grand totality, as a class anyhow. The rich have considerable interest and incentive in social dishonesty, that is, in that mean, fatal, criminal conservatism which perpetuates social injustice on the plea that something worse may come if wrong and evil is not kept alive on the throne of law. But what can be worse than that? What we call anarchy or disorder, for instance? Just as if wrong by wholesale, sanctioned by law, was not anarchy and disorder playing hide and seek with all that is noble, and destroying the best human joys, besides all real, genuine manhood! Wrong is bad enough in our personal acts, but when it covers itself up, hides itself under the pharisaical mantle of a multitude of human laws, from 10,000 to over 50,000 per annum in our own nation alone, and all for the purpose of flinging the Decalogue to the gutter, to the garbage heap—well, is not that the lowest depth to which intelligence and supposed manhood can descend? Were not the pharisees by far the worst sinners in the eyes of that immaculate Jesus that we profess to worship? And the pharisees were charitable fellows, personally honest and correct in all their habits of life, packed full with religion, gentle, polished, intelligent, refined, etc. They only lacked a mere bagatelle—*Social Honesty*. They could not stand by honest laws any more than the present generation of influential civilized men.

The city we are discussing happened to have a wealthy socially honest man out of

about 7,000 simply wealthy in a population of 380,000. There you have at least one of the elements in the revolutionary upheaval of that city for a beginning in—Municipal business honesty, in local social honesty. Imagine for a moment the grouping of but 20 or 30 per cent of our wealthy and well-to-do chaps all over the nation standing by some simple, plain processes with which to establish equity in business or industrial life, the life by which we all live, and lo! social equity would be among us in no time, and with social equity we would have that righteousness that alone can give us what the All Father knows we need, as per Jesus' dictum on the subject, as the preliminary step into goodness, sense, love with every one of us. If not, why not?

The answer from our benighted fossils and fatalists is: "But don't you know that man is not perfect?" Yes, we know all about it, and we also know that man is something better than perfect. He is—perfectible. Just as he can kick all truth to the winds, so he can assimilate all truth, moral truth, with all its admirable simplicity, with all the joys it brings. There we have "The Logic of the Universe," the very thing that fossils, conservatives, fatalists, and humanity's glorifiers can not digest because afraid of the higher duties it implies.

Now, let us go for a general conclusion of our preceding analysis, a conclusion of human responsibilities, based on the almost inevitableness of permanent, universal good if only one-third or one-fifth of the good and the powerful should have enough moral bravery to stand by principles of social honesty, not on Sunday alone, when in church, or occasionally when they pray morning or evening, but every day in the year and as citizens of a nation, and also as citizens of humanity. Can we measure the sinfulness of every one of us, in proportion with our supposed goodness and actual social importance, as long as civilization remains, in its ensemble of results—a mere bacchanal of sin, an organized riot of injustice, no matter how much incidental good there may be here and there, because, because, we could not exist without some good?

THE CONSPIRACY OF CAPITAL.

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THE CABAL OF PROPERTY.

And this was a gathering of Capitalists. The lowest figures by which the least of them could be represented was not less than two hundred millions of dollars. And the wealth here gathered in conference ranged from that modest sum to three-quarters of a billion. It is not to be understood that these figures represent the individual wealth of the persons referred to, though that was great, averaging more than fifty millions apiece and aggregating the enormous total of two thousand millions as the personal fortunes of 40 men, which they felt no embarrassment in claiming to have justly acquired and justly possess. The income of one of the members of this group of industrial kings, according to the report of a Congressional Investigating Committee, was seven million dollars per annum. From the same report it is found that the annual revenue of another was five millions, of another four millions, and of another two millions, while that of the least of them hovered close around the million. But not content with these annual incomes, vast beyond the dream of oriental despots, each one of this private gathering of private citizens of the Republic accepted from the corporation he represented from one hundred to two hundred thousand dollars per year as official salary. And when it is remembered that a dollar per day was the average earning of the labor that produced the wealth which was thus gathered annually from them in such plethoric store for the private use of irresponsible, private power; when it is remembered that three hundred dollars was the average yearly earning of labor that toiled 10 hours per day for three hundred days in the year, a simple calculation will show that at that rate to produce the income of the mightiest of these men, the labor of more than twenty-three thousand men was annually required. The Individualism of Private Industrial Control had then produced an individual who in one year absorbed from productive labor an amount exceeding the earnings of twenty-three thousand faithful, in-

telligent toilers, faithfully and intelligently employed; and it had produced forty individuals whose collective annual incomes required the labor of more than a quarter of a million of other individuals to produce it. The history of the chattel slavery of the world can not furnish an instance of the subserviency of such multitudes to the industrial power of individuals as the foregoing figures exhibit. The nearest approach can be found only in the palmiest days of rottenest Rome. The records of the times, to be found in the newspapers and magazines, show other facts which are in beautiful correlation with these. They show that the number of the unemployed needing work and eagerly seeking it, but finding it not, was conservatively estimated to be not less than two millions of people; while many millions more were daily haunted by the specter of poverty that continually followed them at less than a day's journey behind. Millions of toiling men and women and children gave 10 long hours of labor for a pittance so miserable as barely to sustain physical life. But immense as was the personal wealth-power of these 40 individuals, it paled into insignificance before that of the corporations and trusts which they represented and officially controlled. Here the figures grow to the incredible and appalling when we remember that the power for which they stand was exercised by private individuals practically responsible to no authority. The proportion of the products of toil which they extracted from the toiler was subject to no exterior control. The relation which the dividends they declared, bore to the actual capital legitimately involved, could not be inspected nor inquired into. Extortion could not be prevented, injuries redressed, nor oppression punished. The capitalization of the corporations here represented ran into the billions, and they practically covered the whole field of national industry. The simple recital of a few of the figures and a few of the industries affected will, in itself, be sufficient to give any one a comprehensive idea of the industrial situation of the times and the resulting condition of the people. It must first be understood that the organizing spirit which became characteristic of the

movements of capital during the last half of the century, had proceeded to such lengths that all the corporations and companies engaged in any great line of industry had by a series of successive combinations been united into a single gigantic central association which practically controlled that line of industry throughout the nation. The process was a simple one. Local, competing operators first informally united to establish prices, fix wages, and limit competition generally within the territory tributary to them. The beneficial effects for the operators were unmistakable. The informal union became formal, permanent, and legal. The capital of all was joined together, the corporation formed, a single large establishment created, and production cheapened, but not prices, neither were wages increased. The "operators" prospered. Other local companies in other localities likewise hastened to combine. Thus far the movement had in it nothing particularly novel or alarming. Competing firms in near neighborhoods had frequently done so in the past. But the locally big corporation now became more numerous and common. It became the thing. Local injustice and oppression were frequent, but was largely prevented by competition from other localities and by public opinion. The railroad and the telegraph had appeared, however, and as these means of rapid transportation and communication were perfected and extended, the idea of locality changed. It enlarged. It stretched to the limits of the Republic. To the business man, the wide expanse of the nation itself was but a "locality." And as the idea of the "local" expanded, the organizing power expanded with it. The local corporations rapidly combined throughout large districts. The State and National trust sprang into existence, and the subjugation of that industry to the power of the "operators" became complete. The results were startling in the extreme. Competition was now destroyed, and the power to control production and prices and wages became by far the largest portion of the "capital stock" of the management. Indeed, as has been already said, the capitalization of the trust had now no necessary reference to the amount of

money actually invested, but was limited solely to its taxing power over its patrons and laborers, and that taxing power was limited only by the necessities of the consumer and his ability to pay, and to the lowest living requirements of the producer. For all "practical purposes" the producer and consumer had become the "property" of the Trust. And to complete the ignominy and humiliation of the situation, the organizers of these gigantic companies had taken this "property"—their fellow citizens whom they had capitalized into "shares" and "bonds"—and sold them to aliens and foreigners, by whom a very large proportion of the "capital" of the country was now owned. The enormous private fortunes just described were largely accumulated by such processes. The people had not been slow to see and feel the growing power of these vast corporations over them. They had early become alarmed and through their governmental organs sought to stay the progress of the slavery to which they were being reduced: but Capital under the system of Private Control, always the Nomad and Pirate of the Industrial World, became the debaucher of the political; and by finesse and cunning, by corruption and bribery practiced upon party leaders and legislatures and courts, had succeeded in frustrating every attempt of the public to regulate or control it. Its retainers sat in every department of government; its paid lobbyists swarmed everywhere that Authority resided; its corrupters and defilers, its tacticians and strategists, an army of brilliant and capable men, but industrially without conscience or principle, guarded every constitutional avenue by which the people could lawfully approach it. The public will was paralyzed by methods which these men devised, and popular government was practically dead so far as the corporations and trusts were concerned. Indeed, the people themselves from the first seemed to feel in a dim, unconscious, inarticulate way the futility of attempting to control them. In the same nebulous way they seemed to realize the inconsistency of asserting the right to "regulate" business while granting the right of private control. They saw, too, that the principle of or-

ganizing and centralizing productive power was economically correct. They saw that industrial conditions not only made the trust system of production desirable but imperative. They saw that it made practicable the use of the valuable but expensive labor saving machinery that was just then becoming so plentiful. And they realized that it made possible an immense saving in unnecessary effort, unnecessary competition and unnecessary management. They knew that if its benefits could be equitably distributed among consumers, producers, and operators (capital), that the result would be a substantial addition to the property of all. But how to effect that; how to divorce the industrial system of the trusts from their exploiting system; how, in other words, to wrench control of the system from the hands of its distorters, their oppressors, was the supreme question which they had not worked out; and it remained unanswered until the American Trades Alliance offered the practical object lesson of its comprehensive industrial plan. But the managers of the trust system did not content themselves with organizing single lines of industries. They began to reach out for those that were naturally allied. If any business closely affected another business, the two were at once combined and conducted by a common management. The Iron and Steel Trust was an example of this. Its president was in the throng of the 40. He was in close consultation with the railway president and the great organizer of the Standard Oil and Mining monopoly. Here was represented a triumvirate of industrial power whose schemes and manipulations threatened to destroy the industrial freedom of a nation. Nay, they had already done so. Their combinations had many interests in common. The corporation over which the Iron King presided included not only all the iron companies and corporations of any importance in the country, operating practically all the furnaces and smelters, reduction works, and factories and shops that dealt in the crude material, but it also owned and operated the mines themselves. Wherever valuable deposits of the mineral had been developed, in the south, the central

west, the north, along the lakes as well as in the east, they had been covered by the combine until the sources of supply were held securely by the trust. Then one by one it had taken a multitude of lesser trusts that had organized the various lines of the iron industry. For instance, it had absorbed the Merchants' Steel Trust, with a capital of thirty millions, the trust in structural steel, in sheet steel, in steel rails, in Illinois steel, with capital respectively of eight millions, three millions, seventy millions, and sixty millions. It held the stock of the Iron League of New York, with a capital of sixty million dollars; the stock of the American Steel & Wire Company, with its capital of ninety million dollars, and controlling the wire industry of the United States; the American Steel & Iron Company of Philadelphia, of the steel and iron trust of Missouri, and the iron and coal trust of Alabama, with a capital of twenty millions, twenty-one millions, and twenty-five millions respectively. It held stock in various coal mines that furnished their fuel, in railway companies and lake steamship lines that handled their goods either as ores or finished products. And the generalissimo of this horde of business men, of this aggregation of business enterprises, was the president of the trust. The enormous salary which he helped to vote himself was compensation for the use of his "talents" in directing these, his subordinates, into their several lines of "work." Large sums were annually placed at his disposal and posted to the "expense" account without question from any source. A slush fund was part of the "fixed charges" of every "respectable" corporation. The capital stock of the National Iron & Steel Trust over which this man held sway was officially given as four hundred and fifty-six millions of dollars.

The number of men employed by the various companies belonging to the trust, included practically all that were engaged in the iron and steel producing industries throughout the nation, and according to the census of the period could not have been less than one million, including the thousands employed in the allied coal mines and transportation companies. This vast army

of men were absolutely dependent upon the trust. Outside its corporations they could find no employment at their trades anywhere, because their trades were controlled by the trust. To quit work in one establishment was but to seek it in another operated by the same management. They were the property of the combine in every sense except a chattel legal sense. Their wages, their hours of labor, their employment, their discharge, were determined by the trust and continually subject to its manipulations. It is true that a very large majority of its employes were Union men; and the unions were supposed to have a voice in all matters concerning its men, but the supposition was a delusion. Organized labor was the victim of a confidence game worked by Capital. If anything was apparently conceded to the unions, it was because the Trust controlled the situation, and the concession was only apparent, never real. Able to control production, to transfer orders from one establishment to another, to shut factories here and shops there, to close these mines or those mills, destroyed the effect of any demands that the union might make. In so far as a necessary, enforced, and unescapable industrial dependence constitutes slavery, bondage, and servitude, so far were these million laborers the slaves, the bondmen, and the servants of this handful of mortals. And only in a less degree was the general public itself a victim. The prices of the Trust were "fixed" prices. They could be advanced at will. There was no parleying, no dickering, no bargaining with the Trust. The people paid its prices or went without its products, and there was no going without them, for iron and steel were necessities. They entered into the implements, tools and machinery of every trade and industry. The production of food, shelter and clothes depended upon them. The Iron King had no rivals or competitors. He had absorbed or crushed them, and he was master of the consumers. And the president of the railway trust, with whom he was talking, was even more powerful than himself. He, too, was a King. His realm was the Republic; his subjects, the people. His agents sat

at the receipt of customs in every passenger and freight depot in the nation and exacted his tribute from the people. They stood at the toll-gates of traffic and no commodity went in or came out without rendering the tax that he demanded. He owned the highways of trade and nothing moved in all the land without a payment into his treasury. National industries, vital to the welfare of the whole people, languished under his exactions; proud cities bowed themselves to the dust under his threat of discriminating rates; and imperial States lay paralyzed under the might of his despotism. He was the pivotal power among the trusts themselves. Without his aid they could not exist. By his system of secret rebates he had built them up, crushed their rivals, destroyed competition, and established their monopolies. And many of them had acknowledged the importance of his power by attempting to hedge against it, as the Iron King had done, through heavy investments in the stocks or securities of those transportation lines that most nearly affected them, and themselves becoming members of his trust, thus in a measure identifying their interests. The Railway Trust had been growing to a consummation for years, but it was only recently that it had been perfected into national proportions. A deliberate system of wrecking, followed by receiverships and reorganization schemes, had resulted in consolidating the ownership of the principal lines east of the Mississippi into the hands of a few American and foreign capitalists, who at once united their interests and placed them under a single management. Possessing thus the keys to the lake and seacoast cities, and virtually commanding the commerce of the nation, it was an easy matter to gather in one after another the great trunk lines of the transmississippi regions. This had been the work of the Master Organizer, who now presided over the most stupendous and far-reaching transportation monopoly the world ever saw under private ownership and management. He saw the lines of his corporations girding the continent in quadruple belts from coast to coast and extending from the Great Lakes of the north to the capital of the Mexican

Republic on the south. He saw them dotted with towns and villages, traversing the great wheat regions of the northwest, stretching across the vast cattle country of the transmissouri plateau, climbing to the mines of the Rocky Mountains, descending to the timber belts of Washington and Oregon, to the citrus orchards of sunny California, on down to the steamship wharves of the placid Pacific. He saw them parting the cotton fields of the semi-tropic south, gridironing the rich corn lands of the valley States and piercing the populous east by a hundred devious routes to the commerce covered harbors of the Atlantic. And with lustful, avaricious eyes he saw them gathering in centering bands like the radiate arms of the spider's warp and webbing themselves about the great cities of the interior and ports of every coast. Wherever there was coal or iron or precious ores to be dug from the mines, or grain or fruit or textiles grown or live stock raised or lumber sawn or fabrics made in mill or factory, there stood his long ungainly freight trains ready to bear away the products shorn of all profits to the toiling producer by charges of all the traffic would bear, and to turn them over to other trusts that used them to exploit the consumer. The length of his combined roads was estimated to be nearly ninety thousand miles, and the payrolls contained the names of about four hundred thousand men whose industrial condition was no less dependent than that of the employes of the Iron and Steel Trust already mentioned. The capitalization of these roads under the system was nearly four billions of dollars, upon which the net earnings during the last year of the nineteenth century was more than two hundred and fifty millions. That so great an industry, so public in nature, affecting necessarily the whole people and exercising such absolute sovereign powers, should be permitted to rest in private hands for private gain is more marvelous than the stories of Oriental despotism. The people had remained singularly blind to the danger of Private Ownership so long that when at last they did see it, they were impotent to effect a change. The monopoly had grown strong enough to emasculate

their "regulating" statutes, over-ride their constitutions, and defeat by chicanery and corruption and fraud every effort at Public Control that recognized the right of Private Ownership. And the people had grown too distrustful of their political system to agree upon ownership by the public.

CLINTON BANCROFT.

A REPLY TO CRITICS.

The March TELEGRAPHER contains criticisms of "Equity or Equality—Which?" by "A Working Socialist," and W. H. Stuart. I have a decided advantage over both in thoroughly understanding the socialist position, while neither of them, as their criticisms show, understand the equitist position.

To be prejudiced is to have pre-judged—to have formed an opinion without investigation. I am not prejudiced, as "A Working Socialist" assumes, for I carefully studied socialistic theories in order to form an opinion. When he says I "would not have society combine for the elimination of labor, by the use of improved machinery," he assumes that I object to co-operation. I do not. What I object to is *compulsory* co-operation.

In regard to taxing persons as much for holding land idle as for putting it to its best use, he says: "Would this be freedom? It would seem to me that in so far as freedom is concerned in this regard, we have more freedom now than that. I own a small piece of land; no law says that I shall pay the same tax on it idle that I should have to do if put to its fullest capacity; it might be to my personal pecuniary interest to cultivate it, but no more so in one instance than the other." This shows that he did not read understandingly what preceded the passage he quoted. As no man has any right to exclude any other from any portion of the earth at any time—and it would be interesting to see "A Working Socialist" attempt to prove the contrary—it necessarily follows that he who holds exclusive possession of any location can do so equitably only by compensating the excluded to the full value of the exclusion. If he refuses to so compensate them he thereby assumes greater

freedom than he accords them. When he has so compensated them they cannot tax him according to the use he makes of the location without denying him that "liberty to exercise the faculties" which "is the first condition of individual life." The only object in holding land idle is to get something for nothing, that is, to appropriate rent. If all the profit of land holding was in the use and to the user no one would desire to hold land idle. And if "to the producer belongs his product" in the use and to the user should be all the profit of land holding. But this can be made possible only by requiring each exclusive possessor to pay to the excluded the full value of that privilege, regardless of the use he makes of it. There is no other way by which men can be equally free in their relation to locations which are held in exclusive possession.

His remarks upon the chestnut illustration show that he considers it equitable that each should receive "an equal amount," assuming that it can be so arranged that each will produce an equal amount. To do so the element of time must be eliminated. This is impossible.

Whatever "we as a nation" may be united in, I do not believe that the postal service is better performed than it would be by private control. It is certainly not as equitable as it could be under free competition. Herbert Spencer gave illustrations showing how inferior the British postal service was to private service and asserted that the government could not compete in that, or any other business, with private enterprise, but had always to prohibit competition in order to retain the business itself.

And this leads me to note the admiration "A Working Socialist" has for Herbert Spencer, whom he calls the "King of Thinkers." The quotation he imputes to Mr. Spencer is so stated as to leave it an open question as to what idea it is intended to convey. Certain it is that there is nothing in Herbert Spencer's "Social Statics"—either the original or the lately abridged editions—to allow of the inference that he ever even thought favorably of socialism. In his work entitled "Justice," he says: "Indeed,

it is instructive to observe how, in France, where the idea of equality has always subordinated the idea of liberty; and where, under the guise of a free form of government, citizens have all along submitted without protest to a bureaucracy which has been as despotic under the republican form of government as under the monarchical, and where reversions to the completely militant type of structure have more than once occurred; the industrial freedom of the individual, in common with other freedoms, has never been established as fully as here" (England). Again: "For the extreme case in which men use their so-called political rights to surrender their power of preserving their rights properly so called, as by the plebiscite which elected Napoleon III., to the cases in which men let themselves be coerced into sending their children to receive lessons in grammar and gossip about kings, often at the cost of underfeeding and weak bodies, we find none of the supposed identity. Though the so-called political rights may be used for the maintenance of liberty, they may fail to be so used, and may even be used for the establishment of tyrannies." Again: "As repeatedly shown, the positive element in the conception is liberty; while the negative element is the limitation implied by other's equal liberty. But the two rarely co-exist in due proportion, and in some cases do not co-exist at all. There may be liberty exercised without any restraint, resulting in perpetual aggressions and universal warfare. Conversely, there may be an equality in restraints which are carried so far as practically to destroy liberty. Citizens may be all equally coerced to the extent of enslaving them, by some power which they have set up—nay, in pursuance of philanthropic or other ends, be severally deprived by it of large parts of that freedom which remains to each after duly regarding the liberty of others. Now the confusion of thought above pointed out, which leads to this classing of so-called political rights with rights properly so-called, arises in part from thinking of the secondary trait, equality, while not thinking of the primary trait, liberty. The growth of the one has been so generally associated with

the growth of the other, that the two have come to be thought of as necessary concomitants, and it is assumed that if the equality is obtained the liberty is ensured. But, as above shown, this is by no means the case. Men may use their equal freedom to put themselves in bondage; failing, as they do, to understand that the demand for equality taken by itself is fulfilled if the equality is in degrees of oppression borne and amounts of pain suffered. They overlook the truth that the acquirement of so-called political rights is by no means equivalent to the acquirement of rights properly so called. The one is but an instrumentality for the obtainment and maintenance of the other; and it may or may not be used to achieve those ends. The essential question is—How are rights, properly so called, to be preserved—defended against aggressors, foreign and domestic? This or that system of government is but a system of appliances." And yet "A Working Socialist" says that "it stands to reason that only justice would be meted out, for a law would then really be made for yourself and yours, equally as well as for another who might break it." And he quotes with approval another socialist's statement that "the scientific socialist has no cut-and-dried theories regarding the details of the new order. He has a few broad principles, which he knows (?) to be just and right, and he believes that they should become the ground work for a reconstruction of industrial relations between men."

Bellamy seems to be the only socialist who has had the courage to try to tell us *how* socialism would work. His success (?) has not encouraged others to try. His industrial slaves—disfranchised until forty-five years of age in order to enforce the necessary discipline—are not just what laborers care to become. Yet no one else has told us *how* "everyone will be required to do his or her duty, no more, no less, simply his duty toward himself and society."

But that "King of Thinkers," Herbert Spencer, also said, in "Justice:" "So long as the power to make conquests abroad is supposed to give rights to the lands taken, there must of course persist at home the

doctrine that an Act of Parliament can do anything—that the aggregate will may rightly impose itself on individual wills without any limit." Again: "All-embracing State functions characterize a low social type; and progress to a higher social type is marked by relinquishment of functions." Again: "The compulsory co-operations by which governmental actions are effected, instead of direct relations between function and nutrition, show us highly indirect relations. Public departments, all of them regimented after the militant fashion, all supported by taxes forcibly taken, and severally responsible to their heads, mostly appointed for party reasons, are not immediately dependent for their means of living and growing on those whom they are designed to benefit. * * * In consequence of this indirectness of relation between benefits yielded and payments received, governmental agencies may continue to exist and draw funds for years, and sometimes for generations, after they have ceased to be of service; and when they are weak, or careless, or slow, the inefficiency has to be rectified by pressure exerted through the governmental machine—a machine so cumbersome and complex that only great pressure exercised with great patience can effect the needful change."

In his "Abridged and Revised" "Social Statics," which was published about ten years ago, that "King of Thinkers" said: "In the same way that our definition of State duty forbids the State to administer religion or charity, so likewise does it forbid the State to administer education. Inasmuch as the taking away, by Government, of more of a man's property than is needful for maintaining his rights, is an infringement of his rights, and therefore a reversal of the Government's function toward him; and inasmuch as the taking away of his property to educate his own or other peoples' children is not needful for the maintaining of his rights, the taking away of his property for such a purpose is wrong." In his "The Man versus The State," he said: "If men use their liberty in such a way as to surrender their liberty, are they therefore any the less slaves? If people by plebiscite

elect a man despot over them, do they remain free because the despotism was of their own making? Are the coercive edicts issued by him to be regarded as legitimate because they are the ultimate outcome of their own votes?" Again: "Indeed the more numerous public instrumentalities become, the more is there generated in citizens the notion that everything is to be done for them, and nothing by them. Each generation is made less familiar with the attainment of desired ends by individual actions or private combinations, and more familiar with the attainment of them by governmental agencies; until, eventually, governmental agencies come to be thought of as the only available agencies."

"A Working Socialist" says: "Socialism says: 'Everyone shall receive the full product of his or her toil.' " By what means? Again he says, "everyone according to his deeds." How? The fact is that socialism, by its main principle, denies the right of everyone to "receive the full product of his or her toil" by denying his or her ownership of products. The first essential to one's receiving the full product of his toil is his being equally free with every other person—free to produce and free to exchange. This socialism denies by making him a part of a great governmental machine and by the abolition of private property in products.

Like most socialists, "A Working Socialist" assumes that I would "have us go back to the time or methods of the scythe and the flail." He cannot conceive of men voluntarily co-operating under freedom. He can conceive only of men co-operating under compulsion. As Adam Smith, in his "Wealth of Nations," repeatedly states in various ways, "The natural effort of every individual to better his own condition, when suffered to exert itself with freedom and security, is so powerful a principle, that it is alone, and without any assistance, not only capable of carrying on the society to wealth and prosperity, but of surmounting a hundred impertinent obstructions with which the folly of human laws too often encumbers its operation."

Mr. Stuart is a little too previous in assuming that because I advocate the single

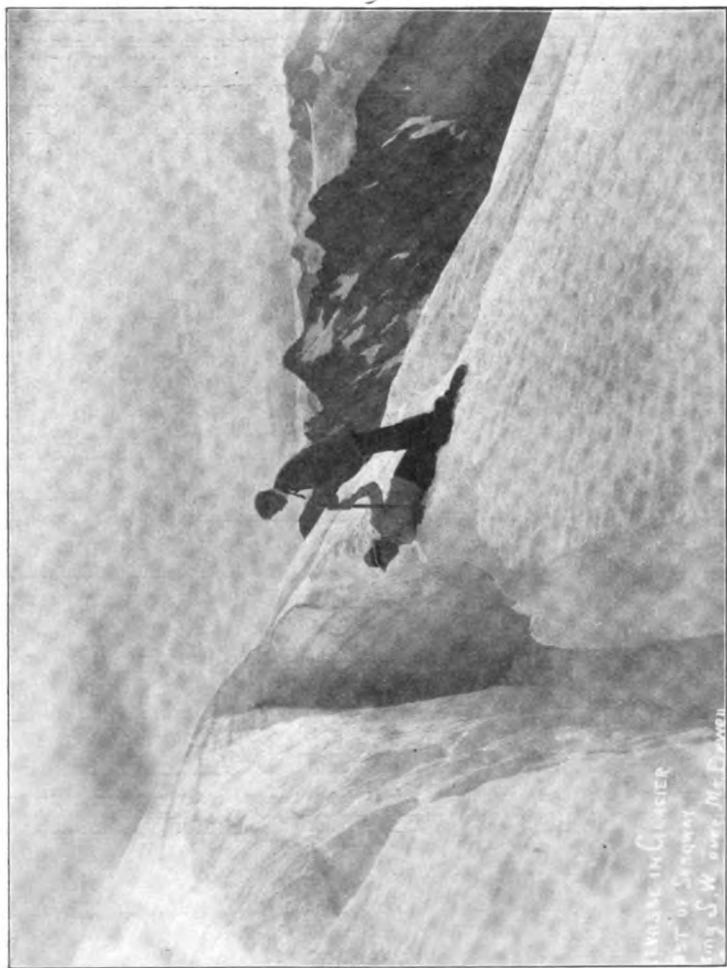
tax I therefore believe that "there are certain industries that he (1) classes as 'natural' monopolies, in which the law of competition does not work." I know of none such. There is no business which could not be privately conducted if men were secured equal freedom in the use of the earth. I do not oppose "the private monopoly of land." I oppose the private monopoly of rent. To exclusively hold land is to monopolize it. Many uses of land require exclusive possession for varying lengths of time. Such exclusive use can be made equitable only by means of the single tax, whereby the possessor compensates the excluded. Herbert Spencer, in the tenth chapter of his unabridged "Social Statics," in arguing the application of the "law of equal freedom," draws very distinctly and exactly the line between what society can and cannot justly take from the individual and what the individual can and cannot justly claim from society regarding land and products. He says that for the individual to assume possession and refuse to pay the rent to society is for him to assume greater freedom than he accords others, and thereby to infringe the law; and that for society to take anything more than the rent of land is for it to break the law. Thus it may be seen that the single tax will accomplish what Herbert Spencer pointed out as the basis of all equity—equal freedom in the use of locations. But it does so by securing the individual in his monopoly of the location and preventing his monopolizing the rent.

Mr. Stuart's illustration does not prove his contention; it merely begs the question, for it assumes the point at issue. His statement is that the ownership of improved tools of production by a small class of capitalists compels laborers to accept a subsistence wage or starve. In order to do so it must be possible for the tool owner to employ the laborers on his own terms. If he cannot do this then they have some other alternative than acceptance or starvation. To prove his case, Mr. Stuart pretends to assume a single tax condition. It must be borne in mind that such a condition is one in which no one holds any more land than he can put to its best use under the then

existing state of civilization and population, because the profit of land holding could only come from use and according to use—the expense of holding being the same whether it was used or not. Under such conditions there would be immense areas of unused and therefore unpossessed—free—land. Bearing this in mind, it is only necessary to call attention to conditions as they actually did exist in America over a hundred years ago, when conditions were far from being as free as they would be under the single tax; when trade was subject to many restrictions and land was *not* subject to the single tax; but when land was much freer than it is to-day.

Adam Smith, in "The Wealth of Nations," book IV, chapter VII, part II, says: "The colony of a civilized nation which takes possession either of a waste country, or of one so thinly inhabited that the natives easily give place to the new settlers, advances more rapidly to wealth and greatness than any other human society. * * * Every colonist gets more land than he can possibly cultivate. He has not rent and scarce any taxes to pay. No landlord shares with him in its produce, and the share of the sovereign is commonly but a trifle. He has every motive to render as great as possible a produce which is thus to be almost entirely his own. But his land is commonly so extensive that, with all his own industry, and with all the industry of other people whom he can get to employ, he can seldom make it produce the tenth part of what it is capable of producing. He is eager, therefore, to collect laborers from all quarters, and to reward them with the most liberal wages. But those liberal wages, joined to the plenty and cheapness of land, soon make those laborers leave him, in order to become landlords themselves, and to reward, with equal liberality, other laborers, who soon leave them for the same reason that they left their first master. The liberal reward of labor encourages marriage. The children, during the tender years of infancy, are well fed and properly taken care of, and when they are grown up the value of their labor greatly overpays their maintenance. When arrived at maturity, the high price of labor and the low price of land enables them to establish themselves in the same manner

as their fathers did before them. In other countries, rent and profit eat up wages, and the two superior orders of people oppress the inferior one. But in new colonies the interest of the two superior orders obliges them to treat the inferior one with more generosity and humanity, at least where that inferior one is not in a state of slavery. Waste lands of the greatest natural fertility are to be had for a trifle. The increase of revenue which the proprietor, who is always the undertaker, expects from their improvement constitutes his profit, which in these circumstances is commonly very great. But this great profit cannot be made without employing the labor of other people in clearing and cultivating the land; and the disproportion between the great extent of the land and the small number of the people, which commonly takes place in new colonies, makes it difficult for him to get this labor. He does not, therefore, dispute about wages, but is willing to employ labor at any price. The high wages of labor increases population. The cheapness and plenty of good land encourage improvement, and enable the proprietor to pay those high wages. * * * Plenty of good land, and liberty to manage their own affairs their own way, seem to be the two great causes of the prosperity of all new colonies. * * * The plenty and cheapness of good land, it has been already observed, are the principal causes of the rapid prosperity of new colonies. The engrossing of land, in effect, destroys this plenty and cheapness. The engrossing of uncultivated land besides, is the greatest obstruction to its improvement. * * * To prohibit a great people, however, from making all that they can of every part of their own produce, or from employing their stock and industry in the way that they judge most advantageous to themselves, is a manifest violation of the most sacred rights of mankind. Unjust as such prohibitions may be, they have not hitherto been very hurtful to the colonies. Land is still so cheap, and, consequently, labor so dear among them, that they can import from the mother country, almost all the more refined or more advanced manufactures cheaper than they could make them for themselves."



ALASKA SCENERY. CREVASSE IN ANDREWS GLACIER EAST OF SEAGUAY, LOOKING SOUTHWEST OVER MT. DEWEY.
ONE OF THE MOUNTAIN CLIMBERS SHOWN IS BRO. R. D. PINNEO OF THE WHITE PASS & YUKON ROUTE.

Photo by C. L. Andrews.

What Smith here said of colonies in general he, in the fore-part of his work (Book I, Chap. VII) declared to be the case in America. "But though North America is not yet so rich as England," he says, "it is much more thriving, and advancing with much greater rapidity to the further acquisition of riches. * * * Labor is there so well rewarded, that a numerous family of children, instead of being a burden, is a source of opulence and prosperity to the parents." He also says that "the scarcity of hands occasions a competition among masters, who bid against one another, in order to get workmen, and thus voluntarily break through the natural combination of masters not to raise wages." Also: "When in any country the demand for those who live by wages, laborers, journeymen, servants of every kind, is continually increasing when every year furnishes employment for a greater number than had been employed the year before, the workmen have no occasion to combine in order to raise their wages."

The gist of these extracts is to the effect that the easy access to land coupled with the freedom of individual activity enabled the laborers who came to America then to demand and receive high wages, which soon enabled them to employ themselves; that the easy access to land rendered laborers so independent of employers that there was always more demand for laborers by employers than for employment by laborers. But Mr. Stuart assumes just the opposite. He assumes that men under single tax conditions would be just as dependent upon tool owners for employment as they are now, whereas the dependence would be the other way. Just as the toolless men of Europe, after selling themselves into slavery for a term of years to pay for their transportation to America, became independent of the combined land and tool owners of America—as Adam Smith points out, solely because of cheap land—so the toolless men of to-day would become independent of tool owners when there ceased to be land owners, by reason of the single tax making land easy of access to all. Every step of Mr. Stuart's illustration necessitates that condition in which there are more men than jobs. Such a con-

dition is absolutely impossible where free land is accessible to the masses.

Both of my critics, as all socialists seem to, ignore the basis of all property. Neither of them touched upon the vital objection to socialism—the freedom of the individual to control his own labor and product. Do they deny, what I asserted, that "for anyone to assume to control the labor or products of another is for him to assume greater freedom for himself than he accords the other—that is, to deny the other equal freedom with himself. Thus no man nor set of men can, by any conceivable means, compel others to submit to a common control of the labor and products of all without denying to those so compelled equal freedom with himself or themselves. Therefore, society cannot control all the industry of the country without either first obtaining the consent of *every* producer in that country or else denying the equal freedom of those not consenting."

There is nothing in my arguments implying that men could not or should not co-operate. In fact, the most efficient co-operation can take place only under the freest conditions, and such are necessarily conditions of equal freedom.

Socialists, by proposing to take possession of all the machinery of production and distribution by means of majority vote and conducting the same by the same means, practically assert that it is right for a majority to control the efforts and products of the minority. By so doing they destroy the only just foundation for ownership of property. To the producer belongs the product because he belongs to himself and not to another and because the product is the result of his own effort. The ownership of property is evidence that the owner owns himself. As Adam Smith said: "As he has some property, he cannot himself be the property of a master." Self ownership is thus seen to be manifested in property ownership. The slave owns nothing because he owns not himself. As Adam Smith again says: "A poll-tax upon slaves is altogether different from a poll-tax upon freemen. The latter is paid by the persons upon whom it is imposed; the former by a different set

of persons." This distinction has been universally recognized by all but socialists. They assume that men can be free—when freedom consists in being able to reap the results of one's own efforts—without being able to own anything. More paradoxical still; they assume that these propertyless people—people incapable of owning property—can, by simply dropping bits of paper in a ballot box, become the united owners of everything. Either individuals can or cannot own the products of their labor. If they cannot, then no sum or multiple of them can, and common ownership is impossible. If they can, then there must be some cog-

ership is common only to those who exercise the control of it, not to those who hold or use it merely by suffrage and direction of the majority. Such ownership, while voluntary on the part of those assenting, is robbery as against those dissenting.

From the foregoing it is evident that Mr. Stuart does not state the truth, whatever he may suppose, when he says: "This is why he (Mr. Brokaw) dislikes socialism, because it interferes with the 'equal freedom' of a few to rob the many through the monopolization of the instruments of production." I object to socialism because it robs the individual by denying him undisturbed control



nizable basis for such ownership. That basis, universally recognized as such, is the individual's ownership of himself. Because he owns himself he owns the results of his own effort. If the individual cannot own himself he cannot own his product, and property in products—whether private or public property in them—becomes impossible. Equity does not admit of any other property basis. Property can become common to all only by every individual voluntarily surrendering his private ownership. An ownership resulting from the will of the majority—no matter how expressed—is not, nor can be, common ownership. Such own-

of the results of his own labor. The monopolization of the instruments of production result from the private appropriation of rent. Do away with the latter, thus freeing the passive factor of production, land, and do away with the legal restrictions of individual freedom of action which now hamper him, and both the active and passive factors of production will be free. Monopolization of the result is impossible. Land and labor produce all wealth. Free them and the result cannot be a monopoly. Adam Smith pointed out the way by which Great Britain's trade could be restored to "that natural, healthful, and proper proportion which per-

fect liberty necessarily establishes, and which perfect liberty can alone preserve." Again, in speaking of the school of French economists, he says: "And in representing perfect liberty as the only effectual expedient for rendering this annual production the greatest possible, its doctrine seems to be in every respect as just as it is generous and liberal." Again he says: "All systems of preference or restraint, being thus completely taken away, the obvious and simple system of natural liberty establishes itself of its own accord. Every man, as long as he does not violate the laws of justice, is left perfectly free to pursue his own interest his own way, and to bring both his industry and capital into competition with those of any other man, or order of men. The sovereign is completely discharged from the duty, in the attempting to perform which, he must always be exposed to innumerable delusions, and for the proper performance of which no human wisdom or knowledge could ever be sufficient; the duty of superintending the industry of private people and of directing it towards the employments most suitable to the interest of the society."

No one need accuse me of quoting Adam Smith as a single tax authority. Nowhere in his great work, "The Wealth of Nations," did he show that the idea ever crossed his mind that it might be possible that landlords did not have a natural right to the rent of land. So obvious did the landlord's right to the rent seem to him that he seems not to have even thought it necessary to explain how they came to have the right. In Book V, Chapter II, Part I, he says: "the rent of land, that portion of the produce which belongs to the proprietors." In spite of this he did see that the landlord absorbed the laborer's product, for, in Book I, Chapter VI, he says: "As soon as the land of any country has all become private property, the landlords, like all other men, love to reap where they never sowed, and demand a rent even for its natural produce. The wood of the forest, the grass of the field, and all the natural fruits of the earth, which, when land was common, cost the laborer only the trouble of gathering them, come, even to him, to have an additional price fixed upon

them. He must pay for the license to gather them; and must give up to the landlord a portion of what his labor either collects or produces. This portion, or, what comes to the same thing, the price of this portion, constitutes the rent of land."

The land of America has, practically, all become private property.

W. E. BROKAW.

INDEED!

It is a strange freak of human nature that types will be produced age after age and generation after generation. Like an acoustic wave, periodically the same thought sweeps over the world and sets in vibration the minds which are strung in harmony with it, and no matter how thoroughly the matter has been sifted, how profoundly discussed at times before and truths and fallacies revealed, still at the next period the wave sweeps, the whole matter is again reviewed, the same stock arguments used and the old truths and the old fallacies re-established, until at last the subject is settled beyond peradventure, and the whole fabric either falls to the ground as chaff or given a firm footing in the minds of men, practiced in their acts and recognized forever as true. Such is the process by which many of the truths of to-day have been established, and recognized no longer as debatable ground.

Reed, in his Parliamentary Manual, says that men in an assembly do not stop debating a question when they have finished, and any one who has had experience in assemblies where there is no time limit to debate and no check upon free discussion, recognize the truth of the assertion, and know that some men do not know when the subject is exhausted, and imagine that if they but have the last word their side will get the most votes; and then again, that some are so constituted that they feel that they have been "outdone" and will not be done "nohow" and never finish; and such do not know when they are whipped. It is a wise man who knows when he has said enough and when a subject should be dropped, and there is nothing to prevent us all from being wise except the lack of wisdom and understand-

ing. But then we are not all wise. There must necessarily be some fools so as to make a comparison, that we may be able to distinguish wise men from fools.

For very many years the world has been afflicted with prophets who have had dire things to predict, and sometimes things that are good. The prophets used to have great influence over the people, and especially if they were good guessers, and occasionally made good hits, when their stock would go up perceptibly. To read about the prophets and their prophecies from age to age makes interesting reading. And when we sit down and contemplate how weak-minded the dead and gone generations must have been to place faith in the dreams, assertions and the predictions of the demented, the uneducated and the influenced, we are almost tempted to lose respect for them. But they were our ancestors and predecessors, and among them were people very intelligent and highly educated, for their times. We never hear to-day of a witch or persons possessed of devils, still the influence of the "bewitching" and the demonlike actions of some remains, yet we know now that it is a part of human nature and not some special endowment to be rewarded by means supposed and expected to drive out the "devils," such as burning at the stake, or the water or fire test.

Still the prophets remain. They know all about just what is going to happen. We often wonder if they are conscious of the fact that they are only guessing. They *feel* sure that such and such will be the case, but they know that they don't know. A little while ago this country was full of prophets. They went up and down the land predicting the most dire calamities if such and such a thing was to happen, and that some certain things must be done to bring some certain good results. The period of periodical business depression and paralysis ceased. Once more the country resumed its usual prosperous condition. But still we have the prophets, minor perhaps, who continue to make dire predictions, and predictions of happy times to come. But now the predictions are about the prosperity. We haven't prosperity enough. We have not the

right kind of prosperity. So that in all conditions, at all stages, and in all places we have the optimist, the pessimist and the prophet. Truly we are a wonderful people and should receive unstinted credit because of our versatility. But besides what has been enumerated we have still more. We have the man and the woman who is always ready to do their best under all conditions and at all times, and make the best use of what material they can secure to do the work with. It is not what the past has been. It is not what the future will be; but it is what is and in what direction shall we move for the present to escape from our prison. Personally, we do not propose to wait till the millenium, nor expect or suppose or even want any person or organization to carry us about or to arrange or to live our individual life. What we want is freedom and not liberty to prevent other people doing what *they* please or to compel them to do as *we* please. No individual will or can take care of the interests of the whole as each individual can take care of his own, and throughout the experience of the world it has been demonstrated by long practice that certain functions belong to the State, certain to private institutions and other certain functions to the individual, and one cannot perform the function of the other without more loss than gain, and it is the lever of loss and gain which is the consideration that moves in the action of all who care anything for their own interests. All do not see their individual interests or the interest of the public or of the masses alike, and too often men are prone to center themselves upon some specific, believing that that and that alone is all that there is at stake.

Take the post office as an illustration of the suggestion. It is operated at a loss. There are those who would like to upset the "durned thing" because it is too costly, and because the Government does not give better facilities, and various other reasons deep seated in their mind. But the post office pays for itself millions of times over by its educational facility alone. And so it is with other things under the control of government, civil and municipal. Rivers and harbors, water works, street lights, all of which

are a dead loss when counted directly as to cost, but which are of inestimable value and pay for themselves many times over. But from whence comes their cost of maintenance? Taxes. The people in the aggregate pay for them. And from whence comes the money which pays the taxes? From the profit-making industries, all of which, if operated without regard to cost and simply on the basis of supply and demand, could not stand a day. And from whence comes rent, interest and insurance and dues to labor organizations? From the profit-making industries. Sweep all these things away. Reduce man's wants to a bagatelle. Let him cease to carry a watch or wear shoes and his wages will fall to his needs, and if he could get what he wanted for nothing he would not rise above the beast of the field.

Our confidence in the dignity, the aspirations and the high ideals of the readers of THE TELEGRAPHER assures us that they do not believe themselves to be poor, outcast, down-trodden dogs of slaves, and that they are in poverty, dire misery and distress, and have determined to await the millenium of good times predicted by the prophets when profits will be no more, and even the pigs live in clover. The organization would be in a sad plight if we rested with the prophets as did the people in past times who listened to their preachers' predictions of Christ returning with power and great glory, and the heavens and the earth melting with fervent heat, and that there would be new heavens and a new earth, and when

No more shall nation against nation rise,
Nor ardent warrior meet with hateful eyes,
Nor fields with gleaming steel be covered
o'er,

The brazen trumpet kindle rage no more;
But useless lances into scythes shall bend,
And the broad falchion in a plow share end;
No sigh nor murmur the wide world shall
hear,

From every face be wiped off every tear.

We do not feel alarmed for the good sense of the telegraphers. They realize that under the present conditions they must hustle for themselves, and they feel assured that although the payment of dues to a labor or-

ganization is much like the return revenues of the post office, more costly than profitable on one side, they receive in return on the whole a thousand-fold more than expended, and that they are exercising all the altruistic principles they are called upon to exercise towards those outside the organization, which is much more than they appreciate or perhaps deserve, and vastly larger than they give any return for.

If any man wants to sell all that he hath and give to the poor, he is at liberty to do it, and he is also at liberty to start any kind of an organization for the propaganda of any scheme or doctrine, but while we find many preachers of gospels, they live just like other people, and often do the least good by putting themselves out of rapport with conditions which would give them the greatest power for good. While we are waiting for this great good thing which is going to make the poor rich and the rich poor, what is the matter with a National Labor Insurance for the benefit of the wage-earner?

S. W. HILLER.

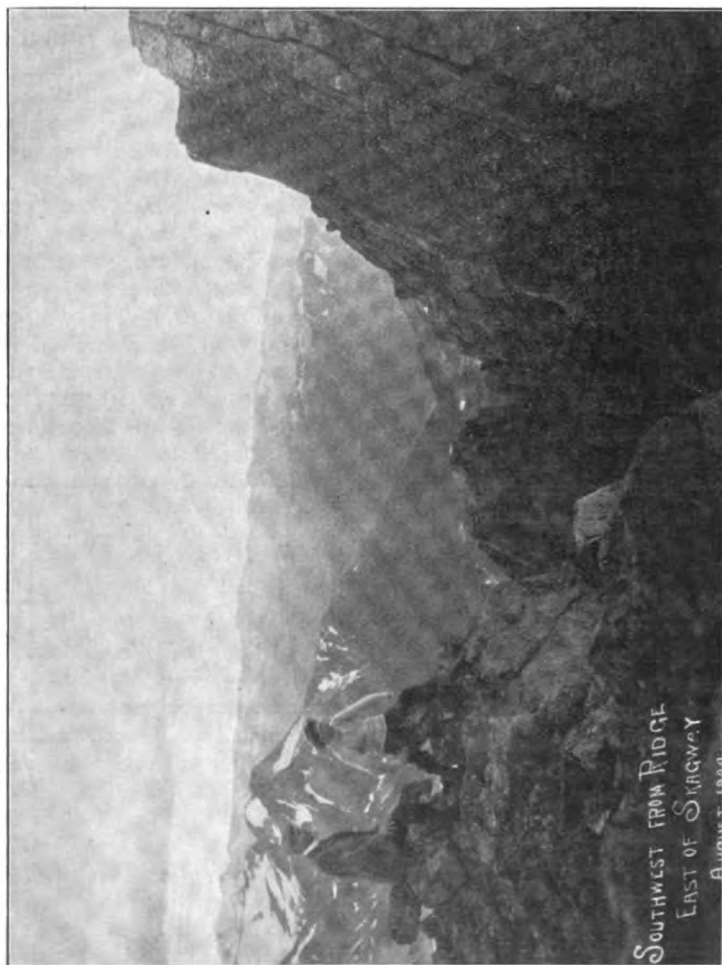
A NIGHT OWL'S DAY DREAM.

The Inter-planetary Transportation Company is a great concern. It is a combine of all the trusts, capitalized at \$2,000,000,000, and headed by J. P. Morgan.

The history of its evolution is as follows: Mr. Morgan and his coterie of multi-millionaire trust promoters had gained (through the great steel combine of 1901) a controlling interest in the earth. Not satisfied with this, they began to scheme for the ownership of other portions of the solar system. In order to realize this ambition, they launched the gigantic enterprise, made possible by Count Zeppelin's invention, of connecting the planets by a line of air-ships, with Jupiter as the first objective point. Their first demand was for a coaling station in the moon. This obtained, proprietorship of the satellite naturally follows, as there is no one to dispute possession.

We now ask the reader to go back with us to the mundane office of Morgan & Co.

While waiting for a chance to "book," the writer sought to form the acquaintance of



SOUTHWEST FROM RIDGE
EAST OF SKAGWAY
AUGUST 1900

ALASKA SCENERY. LOOKING SOUTHWEST FROM RIDGE EAST OF SKAGWAY.
Photo by C. L. Andrews.

those who were to be his fellow passengers. He remembered that on his first trip to California with an excursion party he was introduced to many of the party at the Chicago booking office. This broke up the formality at the start, so that very soon we felt like one big family on a picnic outing. But the journey now before use was to consume months instead of days; hence the desirability of making ourselves congenial at the outset.

Most of the applicants for passage were young men who, like myself, had been crowded out of remunerative positions by the "new woman" movement. In the language of the West, "their claims had been jumped," and they were turning their faces eagerly toward new fields, with the ardor of youth still unquenched. It was their only alternative to competing with Chinese coolies in kitchen work or with Italians on the railroads.

But another class of prospective emigrants attracted my attention and enlisted my profoundest sympathies. These were men of middle age, or past, whose care-worn features and sad eyes seemed to speak more eloquently than tongue could utter the pathetic words of Hood,

"Anywhere, anywhere out of the world."

From my conversation with these I learned that they had once been prosperous commercial and professional men, but that domestic concerns had so encroached on their time and energies that they were gradually compelled to abandon counting-room and office in order to allow their wives more time for attendance at the women's clubs. Following the advanced theories of Olive Schreiner (see *Cosmopolitan*, Nov., 1900) and her co-reformers, these women had relegated the outworn duties of homekeeping to their sisters of less mentality and force of character. The children were farmed out to nurses and kindergarten teachers, and when old enough were sent off to boarding schools or colleges to complete their training for the activities of life. This seemed like a nice plan while the novelty lasted; but the men soon came to miss their *homes*. For what is home without the old-fashioned mother and plenty of hand-reared children?

Poor men! They had been literally "clubbed" out of the world.

As hinted above, our first out-bound stop was the moon. And just here a word of explanation is needed for the benefit of some old Rip Van Winkle who may just be rubbing his eyes after a hundred year's nap and staring around at the wonders of the new century. In order to bring such an one up to date, we pause to remark that the old methods of travel to which he was accustomed, viz., steam and electric motors, have been entirely superseded by the liquid air motor. A speed of 100 miles per second, as against 100 miles per hour (the swiftest time made by the old methods) has made the hackneyed phrase "annihilating space" literal instead of figurative. Before this invention of Professor Tripler's, a trip to our nearest neighbor of the solar system would have been entirely impracticable, owing to the fact that more than a life-time would have been required for the journey. Now the voyage to Jupiter (578,000,000 miles, when the earth and Jupiter are on opposite sides of the sun) is accomplished in about 67 days, as anyone may readily see by a little figuring.

In utilizing this high rate of speed several difficulties had to be overcome. The two chief ones were to prevent the air-ship from swift combustion on account of atmospheric friction; and to furnish the passengers with breath. The former problem was solved by using balloons within the limits of the earth's atmosphere (six miles); the latter by making the ship perfectly air-tight and keeping it charged with the "exhaust" from the liquid air as it escapes from the cylinders. This, together with an ingenious automatic device for ventilation, insures perfectly comfortable respiration.

The ship is manned by a crew of trained aeronauts, whose chief work is reefing and inflating the balloons and attending to the liquid air supply. Our celestial pilot is an astronomer who knows the solar system like a book. He is perfectly familiar with every meteoric belt, asteroid, and all such little obstructions liable to be encountered on a trip like this.

The first stage of our voyage was quiet and uneventful. We watched the fast fading outlines of our terrestrial home with tearful eyes; for, bad as it is, it was the only world we had ever known, and we were going to a new and untried realm. The last familiar landmark that our Geneva binoculars revealed was the snow-crowned peaks of the Rockies glistening under the rays of a full moon. Then all shrank into the continental outlines of the Western Hemisphere—North and South America swimming in a sea of silver light.

As we neared the atmospheric envelope of the moon, our ship's crew began to inflate the balloons, and soon the motorman 'threw

a dead planet, as every schoolboy knows. Not a sign of vegetation anywhere. Therefore animal life is an impossibility. Consequently "the man in the moon" is a myth. Of late it has been asserted on earth that the outlines of a female face could also be discerned in the moon. This was a pleasant fancy to me, for I always thought the "man" must be very lonesome up there. But this theory also is pure "moonshine."

The earth, of course, appears much larger and more luminous to an observer on the moon than the latter appears to an observer on the earth. Geographers have given us a wonderfully accurate picture of the earth's physiography as it should appear to the in-



ETHNOLOGY BUILDING. PAN-AMERICAN EXPOSITION, BUFFALO, N. Y.

her over" and applied the air brake. Then Gravitation reached up his mighty arms and gently drew us to shore, the pull being modified, of course, by the balloons.

While our ship was coaling (for coal is used to generate the liquid air), the passengers had an opportunity to take several side trips in the vicinity of "Morgania," as our port of entry has been christened. The features of the lunar landscape having been made familiar to us by the photographs taken with the great telescope at the Paris Exposition, we were quite prepared for assimilating the general contour of the mountains and valleys at a glance. The moon is

habitants of a neighboring planet. From this view-point the theory of an open polar sea in the Arctic circle and the possibility of a northwest passage seems perfectly correct.

We discovered many rich outcroppings of the precious metals in the mountains of the moon, and stumbled over diamonds as big as bushel baskets. But here, as everywhere on earth, private enterprise has been forestalled by Morgan & Co., who have staked out every accessible bit of mineral land, claiming it under laws of their own dictation. Of course the mines cannot be worked under present lunar conditions. Water must

be developed, and supplies enough imported to sustain the workmen independent of local resources.

One delightful feature about life on this satellite would be what I should call its *levitation*. The specific gravity of bodies on so small a planet as this, is of course much less than it is on the earth, and the atmospheric pressure being greatly diminished, one could easily fly if one had wings. In exploring the craters of extinct volcanoes a little jump takes one out of the hole into daylight. A game of leap-frog is the most exhilarating thing imaginable.

Should the moon ever be populated from the earth, I would suggest as a name for its inhabitants "The Luna-tics."

It is a long flight from this point to Jupiter, but if the reader has patience to wait till we get there, and the owl doesn't wake from his dream, we promise a continuation.

BOX-CAR BILL.

BOY AND MAN.

When we stand and watch the magnificent and modernly equipped trans-continental flyers pull out from under the miniature sky, we call the train shed, laden with a precious freight of human life, and consignments of vast treasure, for its rapid flight that shall ride out the day and whose rush and roar shall "drum up the dawn," can we conceive of the preposterous proposition that at the throttle of the engine, bearing upon his youthful shoulders the fearful weight that such a position imposes, sits a boy of eighteen? Can we imagine such a paradoxical problem? No one even dreams upon it, yet we shall show that just such incredulous conditions exist upon practically every railroad in the land.

The average intelligent and hopeful traveler, blessed with luxuries which present day mode of travel provides, looking forward to a journey of ease and comfort, anticipating a safe arrival, and the enthusiasms of distant friendship, or the consummation of some cherished business project, thinks with self-gratulation and trust, as he settles himself among the rich equipage of the drawing room, or to enjoy his cigar in the smok-

ing room, that his welfare, as touching his safe transportation is in the hands of some veteran "Knight of the throttle" or "Grimy hero of the oil can," with a sturdy, full-grown fireman to "keep her hot," and his weather eye to confirm the signals. He reels that these fellows who man the cab, especially that passive one perched on his "box seat" to the right, are well taught and well schooled in the theory of steam and pneumatics as applied to the swift and powerful machine which the engineer so coolly seems to control, and that in addition to his theoretical knowledge he has had years of practical schooling and training in the various "classes" from which he had to "pass" with a good "average" before he took a step higher. From wiper to hostler, hostler to fireman (and on some lines he must brake before he fires), fireman to extra freight engineer, thence to regular freight, thence to extra passenger, to regular, and finally, and of necessity a "veteran," indeed, he is elected to the "flyer," which term denotes a train of extraordinary speed and importance, and during all that period he gets paid for *every hour's service duly rendered*. Take note of that last clause—it has some importance.

Imagine one of those flyers manned with boys of ages ranging from seventeen to twenty! Instead of the usual dignified individual of the punch and "long-tailed blue," picture to yourself a personage with no evidence of having as yet had hair on his face performing the duties of the passive man in the cab, or of the "gentlemanly conductor" among the elite patrons of the Pullmans and the vestibules. Would not the elite protest most vigorously to the management of any railroad corporation that should attempt to indulge such an unheard of departure, and would not such line quickly suffer the loss of its patronage to its competitors, and be practically deserted by the traveling public? There can be but one answer to that query.

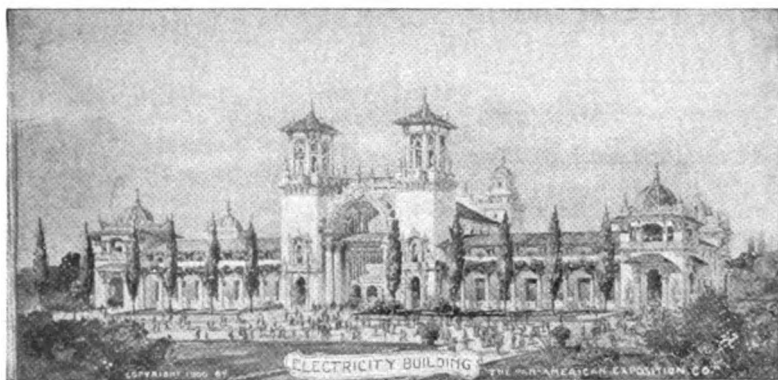
Reverting to the fact that the engineman and conductor are always men of full growth and mature years, it is also true that their industrial environment and condition is, comparatively, satisfactory in most of its

phases. Their duties necessitate activity of both their physical and mental being, a condition that naturally evolves a sound mind and sound body. Their work is varied, their hours of duty not tediously long, admit of change of scene and surroundings, and for the responsibility and actual labor placed upon them, they receive a reasonable wage. Look on this picture, and on this—the telegrapher. What follows?

A boy of sixteen is graciously permitted the privilege—the exceeding great favor of being allowed to enter a railroad telegraph office to “learn the business,” which concession, in his youthful and blissful ignorance, he marvels as being a boon of unparalleled generosity on the part of some one. He is entranced with the prospect, and the very thought of his being selected as a candidate

ents or guardian “comes down” with from twenty to fifty dollars to the poverty-stricken telegrapher for teaching him a profession that will practically immure him from the world, from the fact that ordinarily he will have to work at night (following his graduation) for several years, when from seven in the evening until seven in the morning, year in, year out, he is stowed away in his obscure office, and during the day he is asleep—or should be. When we reflect what exceeding monotony this means, we wonder that human nature can endure the ordeal.

Now contrast the apprenticeship of the engineer and the telegrapher. As a wiper gets from one dollar and ten cents to one dollar and twenty-five cents per day, and the telegrapher gets nothing—in some cases *paying* for the *privilege*—the difference being



to learn the “mystic magic” of the wires, elevates him to the seventh heaven of delight, as he contemplates with rapture what a “cinch” he will have when once “out on the road.” Happy youth! It is well he enjoys this period of bliss.

If young hopeful happens to be placed in the superintendent’s or dispatcher’s office—often combined—he is endowed with the title of messenger. If in a station with that man of interminable duties, the agent-telegrapher, he does “any old thing” the agent sees fit to exact of him, from scrubbing floors to the more dignified selling of tickets. If in a block or strictly train-order office, he “waits on” the telegrapher—carries oil and supplies from the station, and in many cases his par-

all in favor of the former to *zero* in favor of the latter, besides, the wiper’s wages equals that of the *full-fledged* operator in many sections, at which figure the latter may work *all his life*, while that of the engineer—they are not to be mentioned in the same breath. Here is an economic problem we would like to see solved.

While the contrast between the wages of these classes, whose services are of such vital importance to a railroad, let us consider the contrast between the responsibility bound up in the respective callings.

Under the antiquated system of train running, when the telegraph was not utilized for that purpose, the whole responsibility, as concerned “head-on” and “hind-end” col-

lisions, rested upon the trainmen, who had only the schedule to guide them, which, if they disobeyed, there was none to blame but they for the disastrous result.

But that is all changed, and beginning with the dispatcher, the preponderance of responsibility lies with the telegraphers, whom the engineer must obey, either by signals or orders, or both—signals continuously where the block is operated—under which system the engineer's responsibility is reduced to the minimum.

Now here is the problem. Why are boys, so young that the meaning, the conditions, the care, the vastness of the charge which they have to keep, the responsibility (such as is not overreached in any exigency of human life and action), could not be made clear to them, placed as servants in a department, the cares of which always parallel, and in some cases outrank those of his fellow worker (the engineer, which we have shown), whose wages are only from one-fourth to one-third as much, whose hours are equally disproportionate as against the telegrapher, and whose disadvantages otherwise are comparatively many.

We will not attempt to say what or who is to be held for the past condition of the telegrapher, but we will say that he himself, they themselves, are responsible for the future. Will they be equal to the task and have the mental and moral stamina to throw off some of the unjust and unnatural conditions under which they live, move and have their dyspeptic being?

All honor to the engineer who loves a little liberty along with his life. He has established an institution that guarantees the former, and which makes the latter worth possessing. Moral: The telegrapher could do the same—will he?

G. A. RICHARDSON.

Oaks, Pa., April 23, 1901.

IT IS THE SAME OLD STORY.

In our pursuit of happiness, we are striving to attain a general result that thinking men have for thousands of years. Two thousand years ago, in ancient Greece, a reigning monarch sent forth three of his wisest men to search for the three most po-

tent elements of happiness. After one year's research they made the following report: First. A healthy body. Second. A moderate income. Third. A well stored mind. The world has changed but little in its desires, and what constituted contentment at that time will apply at this age. The labor movement or socialism, if you wish to call it, is to bring about an identical physical and mental state.

There are a large number whose environments are such that their physical entity is well provided for and are fortunate enough to be employed in a vocation that does not exhaust them mentally and is remunerative. Those so situated can easily persuade themselves that there is no cause for complaint against the stand that capital takes toward labor, and no reason for overthrowing the present labor conditions; the substance of their argument being that they have succeeded in adjusting themselves to the present conditions and can see no reasons why others cannot do likewise. This class comprises a large number and they usually enjoy an easy berth and have ample time to watch the two opposing forces of nature struggle for supremacy. Those who live in this attitude of thought are selfish; live for themselves alone and have no thought of their toiling brothers who are compelled to earn their living at expense of nerve and muscle; who, after a day's work are unfitted for any physical or mental activities. The latter class forms the majority of the world's workers, and it is from this class comes the cry for shorter hours, for more time to devote to home, for more time for recreation. It is this class that will be first to reap the real benefits of any socialistic progress.

The burden of labor is capital and it lies heavily upon the shoulder of the working-man to-day.

It is the object of socialism to remove this burden. Any great undertaking carrying with it the benefits of socialism cannot be accomplished within a day. There are many steps to be taken, each step is an advance, each step lifts from labor a certain pressure. Each step frees from the bondage of capital a certain number.

In the municipal ownership of public utilities (in some instances) we have taken the

first step. If we should agree to call the second step the public ownership of the railway and the telegraph and could marshal all the forces of organized labor to work to that end do you not think it would be of easy accomplishment.

A. L. ODEN.

"NOT OWNED, BUT RENTED."

I overheard a conversation, the other day, between an operator and a conductor, which went something like this:

Conductor—"I tell you the company *owns* you. You are just as much a part of their equipment as that engine. They load you to the full capacity and pay you a salary for the same reason that they throw coal into the fire box; so you can get up enough steam to haul your load."

Operator—"Oh, you're off. They don't *own* me at all. I just rent myself to 'em. Sabe?"

Conductor—"Well, I'd like to know what's the difference."

Operator—"It makes a lot of difference. I'll just cite you once. The other night a ranchman at Comstock got loaded, shot up the depot, and had the agent and operator

begging for their lives. The next day he was put under a \$250 bond, but he's a tough hombre and is liable to break loose any old time and clean out the depot. The operator left town and the agent says he'd prefer a quiet job in hades, and is only waiting for relief so he can go too."

Conductor—"Well, what's all that got to do with the case?"

Operator—"I'm coming to that now. The company tried to get three different men to go to Comstock, but they don't like the climate. Now here's the point. Do you think for a minute the company would run its operators into a joint like that, without seeing that they were well protected, if they had paid good money for the operators? Bet your life they wouldn't; but they know if he is "spiled" the county will bury him, and the next operator they rent will scrub up the blood."

Conductor—"Well, here comes "32." That order to run slow over broken frog at Small is all you got, eh?"

Operator—"Yep. Hike out."

Yours fraternally,

R. T. LYLE.



FRATERNAL

Notice to Correspondents.

Correspondents are requested to refrain from using telegraph calls in letters intended for this department, as they are not understood except by a very small number of readers located on the division mentioned.

Communications for this department should reach the Editor by the first day of the month of publication.—Ed.

Why Some Telegraphers Are Poor.

A boy goes to school and learns to read, write and cipher, at least he gets a smattering of each. He then learns the Morse alphabet, or thinks he has. Right there is where his poverty begins in nine cases out of ten; right there his efforts in his own behalf cease. He feels, he says, he thinks only one thing, and that this: "I am an operator." He is for sale at any price. He never reads; seldom thinks. Silently folds his arms with that misleading idea that he is an "operator" and his battle of life has been fought, when in reality he has only enlisted in the "army of labor," and is a very raw recruit. He doesn't even try to improve his copy, he tries to send "fast" instead of "good"; he does not know what is going on in his chosen profession and apparently he does not care, for the reason that he does not read or show any signs of being interested in his own future or his profession.

By and by he complains in a feeble way that the telegraph business isn't much good and blames his employer because his wages are not increased or thinks he hasn't been promoted. My friend, you have cut out your own pattern by your own laziness and indifference. Not only are you standing in your own light, but just such as you cause salaries to be fixed and when men who are wide awake on some other road ask for better hours and better wages, the employer says we are paying as much now as other roads in this vicinity are paying. You are mentally poor and quite naturally poor financially. Apply this line of thought to any other profession and you will find the same conditions.

When a doctor gets his diploma and puts out his shingle, "I am a doctor," and sits there in his bare office day in and day out, never reading, never thinking, caring apparently nothing for what is going on in his profession, does he succeed? No, he becomes a "quack doctor" and a know-nothing loafer, like other loafers who lounge around his office and yours.

Suppose when a law student gets his "sheep skin" he puts out a shingle, "I am a lawyer,"

then sits down with folded hands, never looking at a law book, never making a move to improve himself or keep up with his profession, would he be a successful lawyer? No, he would soon become a "shyster lawyer" and would have no practice; no one would want him, because his services would be worthless.

The doctor and the lawyer pictured above might say the medical and legal profession is no good, just as you whine about your profession. The fault is not with your profession; it is you. The profession is all right and your employer will be all right if you are all right.

A lawyer reads law books; a doctor reads medical books.

What does an operator read? Many of you nothing; some of you the capitalistic side in newspapers. What should you all read? *THE RAILROAD TELEGRAPHER*, the only magazine of any kind whatever that is devoted to the railroad operator and his interests.

How many members will mark this and send to a non-member without being asked to do so?

Fraternally,

T. M. PIERSON,
First Vice-President.

Lehigh Valley Railroad.

"Don't join the Order; it's no good," says Mr. Understrapper. To those of us who have joined the O. R. T. and have stood by the grand old ship through trials and tempests that threatened to wash us from her deck, but through which, owing to the strong material of which she is made up and the beautiful, honest lines along which she is built, has always brought us into a harbor of safety, know just what these men are after. Mr. Understrapper is usually a petty official, who, in nine cases out of ten, has gained his "job" as a "reward" for some despicable act towards his fellows when the force of the storm was full upon them.

But as it takes all kinds of people to make a world, these "much to be pitied, yet to be spurned" understrappers have to be tolerated.

For some time past the telegraphers on one of our Eastern roads, the Lehigh Valley, have been very restless. All branches of labor on this road, themselves excepted, are strongly organized, and the operators, whose conditions, rates of pay, etc., are far from what they honestly should be, have been striving to organize, for they have realized the fact that this is the only way out of the difficulty. Owing to various causes an organizer could

not be sent to help the boys along as soon as they would like, but he arrived here a few days ago and began his task. No, we cannot call it a task just yet, although it turned out to be one, for they were all ready and anxious to be organized.

It must have been as novel a job as our worthy brother ever had allotted him. Amusing, to say the least. How about it, "Jack?" Organizers generally expect a little arguing, reasoning with the men they are endeavoring to organize, but a surprise was in store for this particular knight. We hear of roads being turned upside down by organizers, and this was no exception to the rule, but the commotion in this instance came from an entirely new source. From the off—no, not officials, but petty bosses. My, what alarm they took! Oh, their poor operators! They must not sit idly by and see them go madly, blindly into this terrible organization from which they cannot possibly derive anything in return for their honest (and hard) earned money but misery. No! No!

Special engines, special trains, anything is at once summoned, and these "kind-hearted" men (?) with naught (?) but the welfare of their men at heart, hurry pell mell over the road. They stop at each office where one of skilled labor is confined at least twelve hours per day for the princely sum of \$35 or \$40 per month every day of the year, Sabbath, holidays and all, and hurriedly ask the operator or agent if "that organizer" has been here. If the answer is negative they give him the benefit of their far-sightedness, and tell him: "If he comes here put him out." "Don't talk to him." "He is only trying to get your money." "Don't join the O. R. T." "It's no good," and hard to say how much more. This is few of the many. You wonder where I get it, Mr. Official?

If they learn that "that organizer" has been ahead of them—my, they grow so sorrowful, and want to know if the operator was foolish enough to join. Some they find who have not for the reason that they could not at the time, others who have. In this case they repeat, but with more emphasis, some of their violent expressions, and tell the men "they *must* not join the O. R. T.," even going so far as to threaten them what they may expect if they do—and this in our free country. This in the face of that inborn freedom given us by our broad constitution. Through passenger trains have been stopped at out-of-the-way stations merely to find out if "that organizer" has been seen, and to leave instructions to be advised at next station as to his whereabouts if discovered. Conductors are warned not to carry him, etc.

Oh, boys, a word to you now. Why is all this apprehension, this excitement on the part of these underlings, nay, even the half-way officials? I am sure it does not extend to your higher officers, for they would not condescend to step to such low actions as depriving their men of God-given liberty. Is it for your good that they are taking all this trouble to advise you not to join the organization of your craft? If you have not already done so, stop and ponder over their mad

actions. You all know I have not exaggerated them. Do you for a moment suppose they have your interest so much at heart as to put themselves to all this trouble to do you simply a good turn? Did they point out to any of you the reason it would be detrimental to you to organize? Can they show you where the organized telegraphers on other roads have gained nothing by organizing, or do they hold up to your vision even the trainmen, conductors, etc., on your own road and tell you they have gained nothing? Oh, no; they merely tell you it will not benefit you and under the mask of appearing to do you a good turn, are doing you a gross injury, for they know what to expect if you organize. The other classes are all well organized and beyond their power, but you are not, and their only hope of keeping you where you are down is antagonizing your efforts to band together for your own protection and uplifting to the level of the other orders. Do not the strenuous efforts they are putting against you prove this? If your organizing was going to effect them in no way would they pay any attention to your efforts? Oh, no! Not the least; but they realize that it means better pay, shorter hours, etc., for you, and this will be at their expense. It will not do them any good. That is where the shoe pinches, and why they are so alarmed.

Notwithstanding the company's strong opposition, many of you have already joined your Order, while some, it is true, were influenced not to do so, although they felt they were not doing right. It is only the lack of a little courage, however, and they will soon be with you. Persevere; don't give up your grand intention. We will stand by you in every way; so will all the other orders on your road. They will encourage you and help you, and it will be only a matter of a short time until you are solidly organized from New York to Buffalo, in spite of all the pressure they can possibly bring to bear against you. All that is required is that you do not be influenced by them, but follow the dictations of your conscience, and your own convictions, and do not be the first to refuse the organizer when he calls upon you again. It is now in your own hands, and whether or not you take advantage of the opportunity to benefit yourselves is for you to say. If you do not, it will be your own fault, and you will have yourselves only to blame if you continue under the poor conditions surrounding you.

Fraternally,
"THIRTEEN."

Atlantic City Railroad.

Walt McDugall's famous cartoon in the *North American*, which was reproduced in *THE RAILROAD TELEGRAPHER*, which depicted the condition of the Philadelphia & Reading station agents, created general indignation and caused the dismissal of General Superintendent I. A. Sweigard, of that company.

The same cartoon created such a desire within me to cover some part of that great system in order to ascertain if it (the cartoon) represented the whole truth that I made a trip over the greater part of the Atlantic City Railroad, owned by the Philadelphia & Reading.

Since then I have wondered if the brain of Mr. McDugall was great enough to picture the enormous impositions practiced by that company upon its telegraphers. His cartoon was all true, as far as it went, and yet hardly one-half of the truth.

A great number of men on the Atlantic City Railroad receive \$25 per month. A few receive \$30 and \$40. The majority receive \$35. There are a few heavy stations paying \$45, and the heaviest pay \$50 outside of the terminals, which receive from \$65 to \$75 per month.

In spite of their receiving the smallest salaries paid to men, these men are subject to deductions from their pay, which reduces their meagre allowances to nothing. I forgot to say that all of these men act as agent, which includes all, and more, of the labors pictured by McDugall. Among these is scrubbing.

About the deductions. All bonded employees are compelled to pay the premiums of their bonds. They are all compelled to belong to the Relief Association, for which they are charged 75 cents per month. In case they are sick they receive in benefits just one-half what any known lodge or insurance would give them for one-half that much premium.

The greatest rascality practiced upon the men is the uniforms, which must be purchased whenever the company says the word, and from a specified tailor at an exorbitant price. These uniforms are something fierce, to say the least. It is a common thing to see an agent with a coat of one color, the vest another, and the pants still another, caused by the cheap material fading.

In talking with several of the men, I learned that they had asked and other tailors could furnish the same kind of a uniform for about \$11. They now pay between \$17 and \$18 to the tailor who is furnished by the company. One agent informed me that this tailor, who is located in Philadelphia, was given the making of the uniforms through the dictation of Senator M. S. Quay, he being a ward heeler for the latter. He added that it would cost him his position were this to get noised around so that it would come to the ears of the Philadelphia *North American*, this paper being a hot opponent of the Senator, and most anxious to expose all rascality regardless of where the chips fell.

The new superintendent of this railroad, Mr. A. G. McCausland, is dearly beloved by the men for his kind and just treatment, but he is hampered by the dictation of the executive officers of the Philadelphia & Reading.

Andover, O., Division No. 36.

March meeting of Division No. 36 called to order by Chief Telegrapher pro tem. Minutes of February meeting read and approved. Communi-

cations from several members of Division read, all being answers to the Secretary's report of the Division, dated March 1, 1901.

Bill of \$3.56 presented for stationery and hall rent. Bill accepted and an order drawn on treasury for the amount. Committee to audit books and accounts of former Secretary, who had resigned, shows \$123.04 to be turned over to Secretary and Treasurer elect. Applications read from Mr. W. B. Moses and Mr. A. J. Benson. Committee appointed to investigate applicants and applications were approved and were duly elected to membership and Secretary instructed to so notify them. Division closed in due form to meet at 7 p. m., April 25th.

When elected correspondent for Division No. 36 I promised that each month our Division would be represented in THE TELEGRAPHER, but on account of no meetings for the past three or four months nothing of interest could be said of our Division. Hereafter when meetings are held the minutes will be published in the Journal; this to arouse the O. R. Tism and for the benefit of those who wish to know what is being done and are unable to attend. Let every member who can attend our meetings and see if we can not enlarge the growth of No. 36.

Bro. Joe Root, who spent a few months on the Norfolk & Western in Virginia for the benefit of his health, has returned very much improved.

Bro. E. E. Smith, manager at Stoneboro, Pa., is rejoicing over a baby boy. "U" says it is "a. r. t," but expects it to be an O. R. T. in time.

Bro. Waddell, at Youngstown Yard, was on the sick list for some time, but we are glad to say he is improving. Mr. Ball relieved him.

Bro. R. G. Turnbull, agent at Fowler, was off a short time. He was relieved by Bro. Steere, of Kinsman, Bro. Parsons acting as manager at Kinsman.

We are sorry to say that two or three have dropped out of the Order. One who is ignorant enough to state his reason says: "The Order never done me any good." This man holds a position as agent and operator; the others are employees, but no longer in the telegraph department. Boys, pay up your dues promptly, convert all of the "nons" and then see if the Order will do you any good. With best wishes to all.

Div. Com.

Denver & Rio Grande System, Div. No. 49.

Everything going along peacefully on the D. & R. G. The changes among the old regulars are few and unimportant. The extra list is on the merry-go-round as usual and kept on the jump.

"DC," Denver, "DN," Denver and "XN," Denver, unchanged; also Fort. Logan and Littleton.

Bro. Geo. Thompson, of the latter point, has a new understudy in the way of night operator twice or three times a week, which is good for him, as being a local chairman, it gives him a better chance to get acquainted with his constituents.

L. Sutton has withdrawn from the merry-go-round and lit at Sedalia, vice N. R. Christie.

Bro. E. C. Beauvais directs the destinies of the quarries and dairies at Castle Rock, vice J. D. Allen exchanged.

Palmer Lake and Monument unchanged.

R. M. Linn goes to Husted, vice J. W. Griffin on long leave on account of sickness.

R. I. Stout takes Pikeview, vice Mrs. F. A. Murphy exchanged with Stout to Wigwam.

T. C. Kelly takes Manitou, vice J. D. Allen exchanged to the profit and glory of our Order, for Bro. Kelly coming into the telegraph service volunteers his application, as he thinks it fair to assume his share of the responsibility therein, and Bro. Allen having been a pillar in the Order for so long a time does not see why it is necessary to quit now.

Three new faces in the brain pan of the railroad, the "RG" dispatcher's office, Rose, Westlake and Russell, vice Cramer and Denig resigned to engage in other business, and R. Jones, who returned to his beloved Texas after a year among us. He leaves us, popular and efficient, beloved by both his superior officers and co-employees.

Bro. E. L. Stovall gets his step into Florence days, by the deplored death of Bro. F. E. Beers, and the night job falls to G. A. Frear, whom we have not yet been able to invest with the title of "brother."

Comerford is getting used to the daylight at Gorge, with Halloran as understudy, nights, and all the daylight they get in that 3,000-foot crack in the rocks will not make much difference in the two jobs.

McIlheran fills the night shift at Parkdale and is doing himself proud, being the first man in a long time who has stayed so long in that grave yard of operators' reputations. C. F. Parsons, days.

F. W. Aiken takes Texas Creek as agent and operator, vice L. P. Ogg and Bro. Moore, who have been in charge during the building of the Wet Mountain Valley Line.

Bro. Geo. Sexton, when the copiers were cut out of "RG," fell on his feet at Cotopaxi, nights, and, we are reliably informed, can truck 15,000 pounds of local the whole length of a 300-foot platform, sit down and expense and book the bills, copperplate and tell the dispatcher "they are coming" from both ways all in one time and two motions.

Howard unchanged, and likewise Bessemer Junction, San Carlos and Verde.

Bro. F. J. Rogers drew Salt Creek, days, and went there from Buttes, nights, with an extra man for understudy.

Roberts gets Graneros as agent, vice Aiken transferred.

Bro. Stone goes from Huerfano, nights, to Larimer, days, and is still figuring to see who got the worst of the deal.

Genial and polished Bro. Skinner directs the destinies of the Huerfano agency, with an extra man as understudy.

Dad Wright, with L. M. Jones and F. W. Moore, keep them going three ways at once from Cuchara Junction, and Walsenburg and Walsen Junction are unchanged.

L. A. Tanquary has completed his senatorial duties, exchanged his toga for a jumper and overalls and resumed the reins of government at Rouse Junction.

C. L. Friddell came out of his burrow in the Gorge like the ground hog and is getting used to the zephyrs of the "south end" at Chicosa Junction. All please take notice that any crew who "runs" the Forbes transfer will hear things drop, for if Clyde only weighs 110, his authority is 275 net.

P. D. Learnerd, cashier at Trinidad, is off on thirty days leave.

All Divisions well up on organization. We do not look for the ideal condition of a solid line, but we do think that 49 can rope, throw and run the O. R. T. brand on a maverick about as quick as any of our contemporaries. There are some we do not want, some we have given up trying for, and a good many with a card up their sleeve, waiting to get off the merry-go-round before coming into the game. We can figure from actual knowledge on 88 per cent and this will go higher if all members of the Order were in 49.

Anxious inquiry is made for the individual who, when issuing a telegraph pass, written after the customary form, "this message when countersigned and stamped by the agent," etc., etc., attached a revenue stamp.

Will some brother from the "hill country" on the Second, Third and Fourth Divisions of the D. & R. G., who has time, opportunity and a gift of gab, emulate my example and tell the O. R. T. world how things are going there. I have done, perhaps, not my best, but as good as present circumstances will allow. More anon.

CERT. 134.

Chicago Commercial Notes.

Among recent arrivals are Rex Coombs, Messrs. Flood, Hawkins, F. Williams, Atherton, Brown, J. P. Browner, Miss Howard and Mrs. Thiede, to Postal.

Departures, Louis Trocky, Frank Plain and Mr. Polokof, to St. Louis.

Messrs. L. Russell, Doc Everhorn, Hudnall, Rainey, to Western Union from Postal.

O. T. Anderson to Brokerage house.

Dick Ahlers, Carl T. Johnson and Robert Tupling assigned to regular positions at Board of Trade.

Mr. Hvale, of Postal Board of Trade, and Harry Codd, Illinois Central R. R., are enjoying much needed vacations.

Along the Illinois Central we have Misses Leafy, Dicky and B. Johnson at Twelfth Street, Mr. Phelps, operator and agent at Twenty-second Street, Chas. Knodell and C. Chrery at Forty-Third Street, Miss Mattie Corts and W. Northrup at Fifty-third Street, while at Sixty-third Street are Thos. Dalton and Ernest Hoale.

Eddie Bangs holds the W. U. record for punctuality. It is said that he has not missed four hours' time in the last twenty years.

Murphy has just taken another consignment of Valentine graduates. Murphy takes care of about

thirty-five Valentine operators every twelve months. He always manages to find a place for them.

It is said that Louis Whitcomb has reformed since he was appointed chief operator at W. U., and that he intends to treat us all "fair and square." We hope so.

Mr. Frank Roberts has been appointed assistant chief operator of Postal office. He is well liked and has best wishes of the entire office.

Mr. Phillips appointed to be repeater chief, Postal office, while old Gus Carroll is now wire chief. CERT. 32.

Norfolk & Western Ry.

Pocahontas Division:—

System Division No. 14 met in regular monthly session at Y. M. C. A. Hall, Crewe, Va., April 20, 1901. General Chairman, C. E. Layman, presided. Quite a number of members, mostly from the Norfolk Division, were present. The meeting was an interesting one and was appreciated by all. The most important feature of the meeting was the extemporaneous discussion of the "Endless Chain" system of organizing, adopted at the Bluefield, W. Va., meeting Feb. 16, 1901. All present took an active part in the discussion. We are making splendid progress with the work, and non-members, all of them good men, are coming into the Order. We expect to make ourselves as effective as any branch of railroad labor organization in the East, and we shall not let up until this end is accomplished.

A number of changes have recently been made on this, the Pocahontas Division. Bro. T. W. Zink, transferred from Pounding Mill to Swords Creek, agent. Bro. W. L. Baker, transferred from Swords Creek to Coeburn and Mr. W. M. Kinsey (we hope to soon be able to call him Brother), from Coeburn to Pounding Mill. We understand that the work at Coeburn is entirely too heavy for one man, therefore the changes. Moral: Join the O. R. T. and have a labor organization to enforce your just claims.

Bro. C. B. Neel attended the last meeting of the Division held at Crewe, Va., and says he enjoyed it immensely.

Our genial Local Chairman, Bro. H. C. Callo-way, is working at "WD" tower, Bluefield yard, days.

Bro. W. B. Ford of Graham, Va., has left the service and is engaged in the furniture business. Sorry to lose him, but we wish him success.

Miss Katie Richeson, formerly operator, Cooper, W. Va., has left the service. We might as well tell the rest, too. Cupid leading, she has stood at Hymen's altar with Mr. Martin Mara and they are now happy in the cosy home Mr. Mara had prepared for them. Happiness be theirs evermore.

Sister Daisy Staton, transferred from Tazewell to Cooper. We understand that Sister Staton is a "captain." She is an earnest worker for the

Order and we predict success for the Order in the coal fields.

Bro. T. B. Ford, Assistant Local Chairman, in charge of Clinch Valley District, visits Richlands quite often. A delicate mission, we presume; anyway, it will do to watch him. CERT. 343.

Norfolk Division:—

Having been appointed Division correspondent, I will endeavor to give a few items from this end of Pike.

Block houses that were cut out last week, owing to wash-outs, have been reopened and business is good.

Bro. Fitzgerald has been transferred from Crewe to Moran. Bro. Ayers, Meron, to High Bridge. Operator Davis Elam to Tuggle. Operator Bailey being off, Operator Steele is holding down Tuggle, days.

Owing to the resignation of Bro. J. E. Harris, Prospect is now filled by Operator Carson, Bro. Harris having secured the position as assistant postmaster at Farmville. He desires me to say, "Boys, your love letters will be handled with much care when they come his way." Hal! Ed, we wish you success.

Bro. Mason, transferred from Appomattox to Elam. Operator Wharton, Spicer to Appomattox. Operator Abbot, Tuggle to Spicer.

Bro. Wharton, Island to Spicer. Operator G. M. Cross, Spicer to Island. Operator Gulley having returned, Operator Bickers transferred "X" tower to Clay.

Operator Faulkner being off, Lowry is held down by Operators Leslie, days, and J. R. Buckley, nights.

At Thaxton we are up against two new Brothers—Magann and Calhoun.

Bro. Motheny we find at Irving, days, transferred from High Bridge, and Bro. Layne, nights.

Quite a good meeting was held in Crewe on night of 20th. Attendance not as good as might have been. Bro. Kirchmier is out on an organizing trip and I "13" he is meeting with great success in his pilgrimage over the C. P. & V.

DIVISION CORRESPONDENT.

Pittsburg, Division No. 52.

Our first meeting in April found us in our new quarters, with a fair attendance of our members, considering the inclement weather of the evening. Bro. McGuire being a little late in making his appearance, several of our Brothers took a kindly interest in a pet owl which was in the room and which seemed to be suffering somewhat from an overindulgence in United States currency, and in order to relieve the bird from its distress they commenced administering homeopathic doses, which resulted in a scarcity of small coin, and lost faith in the adage that "Like cures

like," as well as an inclination to compel the bird to undergo an operation. Meeting opened about 8:30 p. m. and reports of investigating committees received and ballotted upon and several new petitions were read. A number of minor communications were read and disposed of in short order, and a report from our retiring Treasurer, Bro. Hare, was read, showing what had been accomplished by the Division during his term of office, and for which showing, I must say, is mainly due to Bro. Hare's great work during the early part of his term, when the Division was almost bankrupt, after the depression of '93 and '94. I have prepared a summary of his report, which I hope all the Brothers will study, as it shows how our treasury has increased during his term of office, and that the thanks tendered him have been well deserved.

Bills were tendered and vouchers ordered drawn for same, amounting to \$40.88, covering expenses and salaries of secretary and treasurer, as well as hall rent for old quarters. Report of auditing committee, which had been tied up due to a misunderstanding, read, showing that the books were O. K., and the committee discharged, with thanks. A number of items were before the Division, which were of a secret nature and very important to the local membership, and in the discussion of the same much time was consumed. Sick claims amounting to \$10.00 were read and ordered paid. The meeting closed in harmony at 11:05 p. m.

The second meeting of April was held on the 20th and was opened by Chief McGuire. After the reading of the minutes and approval of the same, communications were read and bills amounting to \$18.25 ordered paid. We had a report from Bro. Maust, Local Chairman, of the B. & O., announcing the committee's success in its efforts in behalf of Bro. Sexton to secure his reinstatement after having been dismissed a few months ago. The Division tendered a vote of thanks to Bro. Maust, which was well deserved. Charges against a member of the Division were read and a commissioner was appointed to take evidence. Nominations being in order for the office of treasurer, Bros. W. L. Grubb and E. C. Hunter were the nominees, and after a ballot resulted in Bro. Grubb's election. Bro. Grubb has been for years an energetic worker for the good of the order, and will prove himself well qualified for the position. Bros. Barber, McGuire, and Hunter were appointed as an auditing committee to audit the books of the treasurer before Bro. Grubb assumes his duties on the 1st. Under the good of the order, Bro. Grubb was installed with due ceremony, Bro. Eakin acting as marshal for the occasion. Bro. Grubb having resigned his office as marshal, the same was declared vacant. As the greater part of our business was over before 9:30, over an hour was devoted to a general discussion of various matters pertaining to the welfare of our membership and all present felt a de-

sire to get through as early every night, in order that sentiments may be voiced without restriction, and hereafter it is the intention that whenever possible the same program will be carried out. We hope to find a larger attendance each meeting night hereafter and if there is any hobby in which you may be interested, or anything at all you believe to be for the good of the order, we promise to give you as free a rein as the laws will permit. With a hearty invitation to all and with best wishes, I remain.

KONNY.

The more value the O. R. T. becomes to the Telegraph fraternity, the more members, and the longer they will stay. A family interest is created to the extent of each member's insurance. If a man's wife loses sight of all the other benefits of the order she will urge her husband to keep in good standing for the financial protection it gives his family.

Brothers, I have an O. R. T. card of which I am proud, as it is of value. I believe its value could and should be increased by having that card state how long I have been a member in continuous good standing, and the longer I keep in good standing the more valuable the card will become to me. It would state a fact which is due me for my faithful adherence to the order, and would not in any way be a detriment to the youngest member of the order. All he has to do is to stay in line 10 years, like I have, and his card increases just as much with age as mine has. I have been in No. 52 since January, 1890. Each December I pay my dues and insurance for the ensuing year. These fellows that are hallooing about not having enough money to join, and high dues, etc., are a cheap lot and I for one say we don't want them until they learn that a dollar has no value except in what it purchases. Another thing we want, and that is a standard of articles of agreement to be adopted on all roads. We also want to get the subscription for the TELEGRAPHER from every operator and dispatcher who is or has been in the railroad service. Another thing, when a member pays his Division dues and insurance in advance from January 1, 1901, to December 31, 1901, he should be given what is called an annual card. Come, boys, and help me kick. Have your Division endorse this and forward to our President. Yours in S. O. D.,

THE KICKER OF No. 52.

NOTICE.

To All Members of Division No. 52:—

Treasurer I. S. Hare having resigned, Bro. W. L. Grubb has been elected to fill the office for the unexpired term. All dues and communications remitted formerly to Bro. Hare should be forwarded to Bro. Grubb, at No. 2402 Carson Street, Pittsburgh, Pa., after May 1.

S. J. KONENKAMP,
Secretary.

Following is a statement of Treasurer Hare covering his term of office from December 7, 1895, to April 1, 1901:

DECEMBER 7 TO 31, 1895.

Received, \$400.75; disbursed, \$295.46; on hand, January 1, 1896, \$114.17; sick benefits suspended for several months.

1896.

Receipts, \$2,237.69; disbursed, \$1,923.37; on hand, January 1, 1897, \$314.32; sick benefits paid, \$145; death, \$50; also \$142.29 of old debts paid; sick benefits temporarily suspended in 1896.

1897.

Receipts, \$2,161.84; disbursements, \$2,086.65; on hand, January 1, 1898, \$389.51; sick benefits, \$427; death, \$100; payment of salary to treasurer commenced September 1, 1897.

1898.

Receipts, \$1,989.97; disbursed, \$1,927.26; on hand, January 1, 1899, \$575.71; sick benefits, \$332; death, \$50.

1899.

Receipts, \$3,220.17; disbursed, \$2,945.44; on hand, January 1, 1900, \$850.44; sick benefits, \$291; death, \$100.

1900.

Receipts, \$3,750.29; disbursed, \$3,552.22; on hand, January 1, 1901, \$1,075.51; sick benefits, \$603; death, \$100.

JANUARY 1 TO MARCH 31, 1901.

Receipts, \$997.80; disbursed, \$876.37; on hand, April 1, 1901, \$1,196.94; sick benefits paid, \$110. Total receipts, \$14,803.67; disbursed, \$13,606.73; on hand, \$1,196.94.

To Members of Former Division No. 70.

Membership of Division No. 70 having been transferred to Macon Division No. 75, you are hereby requested to address all communications of local nature to me, and same will be given prompt attention.

Yours in S. O. & D.,

J. P. MERCER,
S. & T., Macon, Ga.

Macon Division No. 75.

This Division held its regular monthly meeting Sunday, at 3 p. m., April 14th, with a very good attendance and transacted regular routine business. Also approved transfer of membership of Atlanta Division 70 to Macon Division 75.

We feel that more interest will be taken in the Order hereafter in our territory, as we have a large membership and some workers from Atlanta Division who have always given significance of a strong backbone.

We are glad to have Bro. Avery, of Grand Division, in our territory, and hope he will associate himself with our Division. From what we see of him he is made of proper material and should be recognized as one of our feather.

Central of Georgia Ry.—

Not being in direct touch with the membership except on the First Division, I will not attempt to make a full list until I hear further. Maybe some of the boys on different Divisions will be kind enough to send me a few items each month that the whole system may be represented.

We start at headquarters and come west to Macon, finding at Savannah Messrs. J. R. Tilley, C. T. D., A. O. McDonald second, and clever C. E. Scarboro, third.

In "GO," message office, Messrs. Reed, Nelson and Chas. M. Horton.

At C. & S. Crossing we find little Irish Carey, with genuine blood.

At Pooler, Bros. E. O. Ivey and L. W. Poston.

At Guyton, Bro. Tom F. Hemminger.

Egypt, Mrs. Mattie Dutton.

At Miller we find little Davis, who seems to be stuck and drying up on the Stalk.

At Bartow we find Bro. Bod Riser, who is all right since he took unto himself a better half.

At Davisboro, Bro. M. C. Smith, living easy and saying but little.

At Tumille, Mr. Nickols and Kid Cheely.

At Toombsboro, Bro. Paul H. Chapman, hunting eggs. Bro. "KS," what do you think of a fellow who keeps on the "go" for eggs and old hens. It seems that the people around "BO" would catch on to you and put a lock on the henhouse door.

Now here we come to "old lazy" Bro. O. W. Horne, who is up in "G" on marble playing. "N," how's your camera? We are coming down some second Sunday and get our pictures made. How about it? We understand that you are up to date in the business.

We stop at M. & A. Junction with Bro. Johnnie McBride doing the "owl" act.

Looking over the M. & N. District we find Mr. W. H. Williams at Round Oak, R. R. Williams at Monticello, Bro. Jack Cathy at Machen, Bro. Geo. M. Prescott at Madison and Bro. J. E. Humphrey at Athens. Bro. "UH" burns 'em up and some of 'em beg like pretty fellows when he gets his habits on, but when they find he's all right they don't mind him any more.

Now we wind up with Covington District, finding only few telegraph offices.

At Covington you find an old timer, just a little out of date, which we trust he will soon realize is a fault and fix himself up to the standard.

Since writing the above it strikes me that it will be good news to those who were not present at last meeting to know that our esteemed Past Chief, Bro. Henry C. Garrison, was with us, and as of old, had that same spirit in him that tends to deepen the interest with other members. Bro. "C," come

as often as you can. We are always glad to see you, and realize that there is "something doing" when you are with us.

Please allow me to add that we meet now at 3 p. m., second Sunday, and all should try to get out to meetings.

Yours fraternally,

S. & T.

IN MEMORIAM.

WHEREAS, It has pleased Almighty God to take Bro. U. W. Waters; be it

Resolved, That we deeply deplore the loss of Bro. Waters, and feel that in his death we lose a deserving comrade and a worthy brother;

Resolved Further, That we extend to his wife and child our heartfelt sympathy. Also a copy of these resolutions be spread upon the minutes and a copy be furnished the family of Bro. Waters.

T. W. DUFFY,
W. O. HARRIS,
J. P. MERCER.

Macon, Ga., April 14, 1901.

Pere Marquette System, Division No. 39.

We were pleasantly surprised to see the Pere Marquette Railroad, Division No. 39, so nicely represented in the April TELEGRAPHER, and sincerely hope that this interest may continue.

On account of the death of our secretary, Bro. A. T. Landry, a meeting of the committee was called on April 1. Bro. R. R. Darwin was elected to act in that capacity, and Bro. M. E. Denison elected to the position of Local President and General Chairman, pending the regular election, August next. Although we mourn the loss of the departed, we welcome Bro. Darwin in most heartily.

Bro. J. H. Nichols, agent Fountain, is taking a short vacation. The cause of this can be found under the head "Personal Mention," "Congratulations, JN."

Bro. F. W. Livingston, transferred from operator and ticket clerk, Clare, to operator, Carleton.

Bro. H. C. Cudney, ex-agent Evert, has accepted position as general Relief agent.

Bro. J. E. Griswold, agent at Merritt, transferred to agent Mount Morris.

Bro. C. M. Evans, ex-agent Lake, has resigned and can be found selling butter and eggs in von leetle store. Relieved by a new man just from the M. C.

Bro. John Newbound, agent North Bradley, is absent on vacation. We won't say the rest.

Bro. G. H. Ude, agent branch, made a flying trip to Scottville last week. We wonder what the attractions are?

The operating force, both day and night, at Flint, resigned recently. Bro. A. R. Hadwin, day operator, accepted position with the express company at Lansing. Bro. H. H. Rosenberg, night

operator, went into business in the Upper Peninsula.

Mr. G. J. Elford, operator Wixom, promoted to agency at Grand Blanc.

Bro. Charlie R. Smith, who has been for the past two years bill clerk at Manitowoc, promoted to Bay City in the same capacity. He says he has gotten through working nights.

Bro. S. W. Delemarter is relieving Agent W. W. Grinnell at Loomis for a few weeks.

Bro. C. E. Root, agent Freesoil, is taking a few days off. A Mr. Smith is relieving him.

Bro. A. L. Cummings, formerly operator at Ludington "DK" office, is now pounding brass at Hoyt, days.

A certain Brother was asked by an operator in "GO" recently if there were any O. R. T. men at that point. His answer was, "I don't know." This is not the answer we like to hear. We like to see Order men fly their colors and not act the hypocrite. Fear not, the cause is good.

Bro. John Husted, agent at Melvin, expects to take a vacation in the near future. We wonder if he will take a trip up west again.

We understand Bro. George F. McMullen, operator Midland, is about to take a trip out West, and has no further use for these one-horse roads. He will be relieved by Bro. Black, who has just returned from such a trip and is now perfectly contented to stay, which goes to show "the human mind is never contented."

Miss Hattie Kerr, operator Bad Axe, called and expressed her desire to join the order. We hope to add others to our list of Sisters, which as it stands now is "Modo Una."

Bro. G. E. Peasley of Vestaburg protests against being mentioned as a non-member in the April TELEGRAPHER. Correspondents should be more careful.

DIVISION CORRESPONDENT.

Philadelphia, Division No. 4.

Our regularly appointed correspondent having taken unto himself another rib, we will be lenient with him for being so conspicuous by his absence from the columns of the TELEGRAPHER in that capacity. However, having "been there" ourselves, we will look to him after a little season to make known his office.

To paraphrase a bit of scripture, wherever two or three are met together in thy name, oh, Organization and Fraternity, there will thy spirit be also. Such was the feeling that prevailed among, uplifted and imbued with fervor the loyal few, who, demonstrating that they were not to be thwarted by the vapory drizzle that wrapped the City of Genealogy and Scapple in its gloomy embrace on the evening of Easter, gathered in their room to transact the business of Philadelphia Division, No. 4, which was done with neatness and dispatch, interspersed with terse and lucid sandwiches of forensic eloquence, handed around by the orators of the Division, which assumed at

times very interesting proportions and furnished wholesome food for the intellectual appetite.

The regrettable features of our meetings is that too frequently the attendance is so small. Why don't you, Brothers, come out and hear the excellent things said and take a hand in the parliamentary tussles through your voice or vote, or both? If you knew the great pleasure, satisfaction, and splendid encouragement with which your presence in goodly numbers endowed your officers, it is hard to understand how you could compel yourselves to not come out. Your humble servant lives twenty-five miles out among the rustics. It requires two hours on slow trains; he cannot get to bed until after 1 a. m.; he must walk a rough or muddy lane, but it is a pleasure to attend the meetings. He is not throwing bouquets at himself, but simply stating a plain fact to draw a contrast between his and the conditions of the brothers who live in or near the city who seldom are seen in the Division Room, and who largely compose the membership.

On one occasion your correspondent and another brother, on arriving at the Broad Street Station on our way to meeting found a brother walking about the station corridor—possibly he was looking for a pretty (?) Philadelphia girl—who we urged to go to the meeting with us. He excused himself on the plea of having had a busy day and wished a little recreation.

If he had stopped to think and discovered the fact that attendance unbroken for a year meant but twelve evenings out of 365, leaving 353 for his coveted recreation, social pleasures and duties, business, etc. Wasn't his excuse very lame? I earnestly hope that every member of Division No. 4 who reads this and who has no real and weighty excuse for neglecting his meetings, will take this lesson to heart and resolve to come to meetings. Make a note of it in your memorandum to insure your remembrance and resolve to come, when half the battle will be won. Having come once, the next time will be easier and thus you will be surprised to find that shortly you will look forward to meetings with pleasureable anticipation. Give the Division on which you depend for help in time of need the helpful influence of your presence. Such members as are not so advantageously situated should set aside certain dates, say once every two months, three months, or even twice yearly, would be commendable, especially if difficult to get there.

I shall note the attendance following the publication of this in the TELEGRAPHER and with the hope that my plea may not have fallen on deaf ears. Won't you come?

Among the different matters discussed and disposed of at our meeting, was the question of an assessment to reimburse the treasury, on account of the payment of death benefits of our late Brother, W. E. Buchanan. Following a motion that an assessment be laid, the arguments, pro and con, were vigorously presented, the motion being lost by one vote.

The question of transferring, or rather the manner of proceeding with the matter of transferring a brother of another Division to our own, drew forth another spirited oratorical battle, which resulted in an appeal to the chair for a decision. The point was whether the Division accept or reject the transfer of the Brother by the usual manner of voting, or by ballot box, the decision being in favor of the latter. The arguments in this connection were provoked by a divergence of opinion as to the meaning of the constitutional law touching the case. The chair was expecting an appeal from the decision, which would have made the matter still more interesting.

Notice concerning the State Legislative Board per capita tax of 10 cents was read and voted paid. The communication announced that the board was progressing slowly but surely. The chairman of this board is Bro. J. N. Weiler, who is reported to be in somewhat bad health, which we much regret.

The secretary presented claims for sick benefits from two Brothers, which were ordered paid. The Brothers are now well and there are none on the sick list—a rare occurrence, but one that is properly gratifying to the membership and the treasury, if not to the materia medica disciples.

All the officers, exclusive of the sentinels, were at their posts. "Strick," the Apollo of the Division, first vice; the lean and hungry "Constitutional" second vice; the faithful and dapper marshal, "Mac," our vigilant secretary, "Uncle Bill," and in the chair, yours fraternally,

SEMPER FIDELIS.

Harrisburg, Pa., Division No. 3.

A new office, with call "MY," has been opened at the intersection of the Milroy branch and Lewistown Division, where C. G. Coleman, day, and C. A. Herbster, night, are to be found.

The regular meeting of the Division was held Thursday morning, April 18, but on account of conflicting circumstances we were not permitted to be present. From meagre reports we learn that subjects of interest to all concerned were discussed, both pro and con, at some length; also that our worthy chairman, Bro. E. L. Zimmerman, being absent, Bro. C. W. Stahl very acceptably filled the position. A committee composed of Bros. D. M. Shelly, I. F. Radebaugh, and C. F. Klingler were appointed to draw up and present resolutions in memory of our late Brother, W. G. Crane; the same committee being instructed to forward letters of condolence to Bro. W. C. Robinson on account of the death of his helpmeet, and Bro. Allen C. Carpenter, on account of the death of his father.

Bro. Thad Wetzler has been "owling it" in the main office at Harrisburg for some time. The old familiar "sine," "BC," on No. 6, sounds like times of yore.

Bro. E. L. Zimmerman, our worthy Chief, was placed in rather an unenviable position by his

name being confounded with another of the same name, who was arrested for jumping a board bill. While "Zim" is O. K. regarding board bills, should "Papa" present a gas bill the outcome might be of interest. Stop it, Ed, and allow us to smoke, drink or chew to your health.

At the last meeting two applications were acted upon and the promise of more to be presented at our next. Brothers, take up the refrain of "Who'll be the next?"

Bro. Miller, who had charge of the contribution for the floral offering presented at the interment of Bro. W. G. Crane, wishes us to extend thanks to all contributors for their liberality, many "nons" being among the contributors. The design was beautiful, but on account of the inability to arrange for some one to take charge of the same, the mistake of crediting the offering to the K. G. E., who were in attendance, was made by a correspondent in recording the facts for publication.

Bro. H. E. Foltz, at Granville, believes "in time of peace, prepare for war," as he is making all preparations against the assault of mosquitoes upon his person. He avows that those inhabiting that region have secured prey by biting through sheet iron and a pair of corduroy pantaloons.

Susan, wife of Bro. W. C. Robinson, died Monday, April 8, after a short illness. She leaves a husband and one son, to whom the sympathy of the members of the Division is extended.

Sad was the news awaiting Bro. Allan C. Carpenter when he went on duty at Duncannon the evening of April 22. Bro. Carpenter had been to visit his father in Harrisburg during the day and left to go to his work, with hopes of extended vitality; only to receive the sad news upon his arrival. Needless to say, the Brother has our sympathy in his bereavement.

By the death of W. W. Wilson of Port Royal, aged 78 years, there is removed from the list of employes of the Middle Division a person with an unusual record. His record of employment dates back to the time of the first locomotive—wood burners—for which he sawed and loaded wood at Tuscarora Station. He was the father of six sons and two daughters, who, with but two exceptions, learned the art of telegraphy, and for a number of years were employed as operators on this line. Those who are still our associates are Ed. N. and Charles K., Bellwood, employed by P. & N. W.; Wm. A., Port Royal; Jerome T., Thompsonstown, and Miss C. Jessie, now ticket agent at Rockville.

Joseph S. Leffard, agent at McVeytown for 30 years, died at his home at McVeytown, March 27, after a lingering illness for a year or so, aged 67 years. His son, C. G. Leffard, has been acting agent since his demise.

Bro. R. L. Beard of Newton Hamilton has been transferred to Millerstown, day, and Bro. H. S. Gearhart of Barree transferred to Newton Hamilton, nights, and Bro. W. A. Cozzens from D. 1. Block Station to Barree, nights, from April 1.

Ex-Chief Bro. H. M. Fultz is the proud father of a big O. R. T. boy since April 1. Mrs. Fultz and boy doing fine. Bro. Fultz has also been quarantined for about two weeks during the month on account of his oldest son having scarlet fever. We are glad to note that the boy is convalescent and that Bro. Fultz is back at the old stand again and once more singing "I Am a Dad."

It is said Bro. John Boyd has become a decided success as an orator and that he has ability "to burn." We hope for the pleasure of hearing him at the meetings it is our good fortune to attend.

It sometimes occurs that news of interest to the fraternity in general and our co-laborers along the Middle Division of the P. R. R. in particular, escapes our columns on account that those conversant with the facts do not know who the correspondent is, therefore, as we propose to allow nothing harmful or matter which should not be published, to be forwarded to the journal, and that all may know where to send matter which they think of interest, we will hereafter sign ourselves "Howard."

Dennis Meloy, from "UD" Harrisburg, failed to connect with his train homeward bound after luring the wary trout all day along Licking Creek. Consequently, an enforced visit with friends at Lewistown Junction and arrival at home in the "wee sma' hours" of Sunday morning. The number caught was not stated, but it should have been a large one.

IN MEMORIAM.

WHEREAS, It has pleased the Supreme Ruler of our destinies to remove from the circle of telegraph operators on earth, March 21, 1901, the soul of our esteemed Brother, W. G. Crane. We therefore bow in humble submission to the will of him who doeth all things well; therefore be it,

Resolved, That we, recognizing in the dispensation of the Divine Providence the power of the Almighty God, we dare not complain, yet we mourn the loss from our midst of our well beloved and faithful Brother;

Resolved, That Division No. 3 has lost a loyal member to our organization, an untiring and faithful servant of the railroad by which he was employed;

Resolved, That the fraternity of the Order Railroad Telegraphers extend to his mother and friends our heartfelt sympathy;

Resolved, That these resolutions be placed on the minutes and published in the RAILROAD TELEGRAPHER, the charter draped for 30 days, and a copy of the condolence and resolutions be furnished the mother.

D. M. SHELLEY,
C. F. KLINGLER,
I. F. RADABAUGH,
Committee.

WHEREAS, It has pleased our Almighty God in His wise providence to enter the home of Bro. A. C. Carpenter and removed from their midst the father, therefore be it

Resolved, That we extend to the bereaved Brother and friends our condolence and commend them to Him who ruleth in wisdom and love. He who doeth all things well has some divine purpose in the removal from our midst of those whom we tenderly love and revere.

Resolved, That these resolutions be placed on the minutes and published in the RAILROAD TELEGRAPHER, and the family furnished with a copy.

D. M. SHELLEY,
C. F. KLINGLER,
I. F. RADABAUGH,
Committee.

Mrs. Susan Robinson, the estimable wife of Brother W. C. Robinson, died April 8, after a few days' illness, aged 29 years. Mrs. Robinson has been a member of the Evangelical Church at Marysville for a number of years. Her text-book was the Bible, which was her constant companion. She has finished her work here; the family circle is broken.

WHEREAS, It has been the will of our Heavenly Father to move from our midst the beloved wife of Brother Robinson, and his loss is her gain, as we are taught what God has done is well done. Therefore, be it,

Resolved, That the Community has lost a kind neighbor, the family an affectionate wife and indulgent mother, the church a constant worker, leaving husband and son a heritage far more valuable than riches—a Christian example.

Resolved, That the fraternity extend to the family and friends our heartfelt sympathy in this time of their sad bereavement.

Resolved, That these resolutions be placed on the minutes and published in the TELEGRAPHER, and a copy be furnished the family.

D. M. SHELLEY,
C. F. KLINGLER,
I. F. RADABAUGH,
Committee.

Williamsport, Pa., Division No. 24.

Division No. 24 held regular meeting at Lock Haven, Pa., April 24, and had invited all the "nons" to discuss the pro's and con's of the O. R. T. Don't drop dead when I tell you two out of a possible forty showed up, and they, poor fellows, forgot where Harmon's Hall is located. Can't blame them; they were born and raised within fifteen miles of Lock Haven.

Brothers, a little more individual effort and things will go better.

Surprising to hear how dissatisfied they all are, and so few have the courage to take the necessary step.

Every day some "non" asks the cost, etc., to join. After everything is explained, you hear nothing more of them. Wonder where they get to? No matter what, but keep right at 'em.

Brothers, too many are falling into the don't-care style. Wake up, and don't let four or five be the whole thing.

I will not ask you to judge, but just stop and think one moment. What do you think of some of the material turned out as operators on the Eastern and Susquehanna Divisions within the last two months. Oh, where are we at?

Secretary reports a few (only a few) who have not yet paid dues for this term. Come up; time is getting short, and we need the money. Deed, we do.

The Division hopes for the speedy recovery of Bro. E. L. Hayes of Carpenter, Pa., who is reported very sick.

Just ask Bro. Percy how he likes the Junction since S. & L. has been merged with the Sunbury Division. He, of course, received an increase in salary, nit.

They do say Bro. Utz is doing Starkey, N. Y., up in great style, even to the early cabbage, etc.

Bro. "MU," how is the little maid who forgot to lock the door when retiring and then said: "Oh, Dick, what would you have done if some one had stolen me?" I'm on.

Everybody will be pleased to learn Bro. Troutman of "HU" tower has taken unto himself a wife, a Miss Whitmer, a most charming young lady of Georgetown, Pa. Congratulations, Brother. We all smoke.

If you want to know the fine points about farming, just address Bro. G. U. Stanley of Nisbet, Pa.

You Brothers on L. & T. and Tyrone Division, let us hear from you, if it is only a swear word.

Yours, in S. O. & D.,

CERT. No. 4.

To Members of Williamsport, Pa., Div. No. 24:—

Don't fail to note change in meeting nights and meeting rooms, as follows:

Second Tuesday each month, 8 p. m., Whitman Hall, West Fourth street, Williamsport, Pa.

Fourth Wednesday each month, 8 p. m., Harmon's Hall, Main street, Lock Haven, Pa.

Yours in S. O. & D.,

J. I. KLINGENBERGER,
Secretary and Treasurer.

Philadelphia, Pa., Division No. 30.

Well, here we are again. Whoever says Philadelphia is slow, does not include Philadelphia Division of the O. R. T. The regular meeting of the Division was well attended on Friday, April 19, considering the condition of the weather, Bro. Seibert coming all the way from the State of Delaware, the weather cutting no ice with him,

"as I tinks he vos a duck alretty yet," he did not have to bring an umbrella with him, as he had left one in the hall at the previous meeting. Of course, we can wonder why this forgetfulness, but he was all right. We think he must stand in with the janitor, as it was well taken care of. We cast no hints, as other Brothers forget their moon shades also at times. Divisions Nos. 4 and 84 were also well represented at our meeting, which we are glad to say.

Our membership roll has slightly decreased recently, but for every one member we lose we have an average gain of three.

At the March meeting transfers were granted to Bro. Boland and Robinson. These Brothers are now members of Trenton Division, No. 85. At the last meeting a transfer card was granted to Bro. Lloyd, who is now a member of Camden Division, No. 84.

Division No. 30 has parted with three of her best members and fully appreciates the situation. Regardless of her loss, she unselfishly expresses her best wishes to the brothers and the Divisions of their adoption, and knowing that the loss to Division No. 30 will be a valuable addition to Divisions Nos. 84 and 85.

In the present term, ending June 30, about nine names will have been dropped from the rolls. Action taken recently on a number of delinquents shows the following results:

One member on the W. J. & S. suspended for non-payment of dues; two members on Philadelphia Terminal; three members on the B. & O.

This is one of the sad examples of semi-annual conditions. It is not unusual, but seldom of such extensive proportions, and we regret to note the same, but the future will speak for itself, having already been met by new members admitted and the end of the term, June 30, will show an increased membership over the end of last term. A large amount of business was disposed of. One Brother was reported sick for some time and the Division voted him \$24, the amount due him. It was impossible to get to the final reading of our new by-laws, but this will probably be done at the next meeting.

While a little late it is encouraging to report that our ball committee cleared for the Division a figure over \$100, which speaks very highly for the committee, as they had very little time to perfect plans and get the ball in shape. A communication from New York, Division No. 44, with complimentary tickets for their annual ball and an invitation to members of Division No. 30 was read. These tickets and the invitation having been received after the March meeting, Bro. Hutton, secretary and treasurer, notified as many members as was possible and a reply sent to same. This action was fully endorsed by the Division. The members who attended Division No. 44's ball expressed themselves as being well pleased at the reception accorded them and highly credit the committees for their success. The decoration com-

mittee was especially praised. The secretary and treasurer states that Bro. Auston, our former grand secretary and treasurer, and now vice-president of the Commercial Telegraphers' Brotherhood, expects to be in this city during the month of May accompanied by Mrs. Auston.

An appeal from the Cigarmakers' Union was read. It deals with conditions of trade and how the manufacturers are trying to crush their union. They appeal, to use none but the Blue Label tobacco and cigars, and especially not to purchase the following brands: Gen. Arthur, Robt. Burns, G. W. Childs, Cremo, Tom Moore and Henry George. The above appeal is signed in endorsement by Samuel Gompers, president A. F. of L. Now is the time for union men to show their colors. Division adjourned near 11:30 p. m.

P. T. Division P. R. R. Notes:—

A new tower is being built at Thirty-first street to replace the old one being torn down. Extensive improvements have been made and further ones contemplated in that vicinity, new tracks having been laid over Thirtieth street and an entirely new yard has been laid out where the old grain depot used to stand. The sixteen tracks in Broad Street Station are all being renewed; also a brand new road bed.

Bro. Dolphin paid us a flying visit on his way West about the 25th and had his usual healthy appearance.

Bro. J. K. Osmond held down the middle trick at "K" for a few days.

Bro. Hutton, absent from "N" over three weeks, la grippe, has returned to duty, however, and looks none the worse.

Bro. Buckley and Bro. Hoopes have been kept well on the move lately between "A&S."

Bro. T. Stack paid us a visit a couple of weeks ago, on his vacation.

W. J. & S. Notes:—

Several changes among the boys on this pike have taken place of late.

Bro. Hand has been relieving Bro. McElmoyl at Absecon. While the Brother was off he married one of the belles of Yardville, N. J., to cheer his youthful career. The notice should read as follows:

Mr. William J. McElmoyl of Absecon, N. J., and Miss Amy Borden of Yardville, N. J., were married at the home of the Bride on the 17th inst. by the Rev. Mr. Smith. During his week's absence the station and pump house was held down by Bro. J. L. Hand. (Q. How long does it take to get married?) Division No. 30 extends congratulations to Bro. and Mrs. McElmoyl.

Bro. Helm changed to agent, Lucoston, from Kirkwood. Mr. George Hanley from Haddonfield, promoted to agent, Kirkwood. Bro. Camp-

bell relieving Bro. Hull at Haddonfield for a few days.

Vacation season opened up early this year.

Take off your hat and clean your feet when you touch Berlin "carpet on the floor."

Mr. Swarts relieved night man Fean at Berlin the 22d.

Smith from Camden done the "owl" act while "Owl" Ellenberg done the "sunny" at W. Had donfield, with much credit, while Luke Heath enjoyed his vacation.

Hackett holds down Chamberlain's gravel pit.

We understand Bro. Campbell, Bro. Plank and Bro. Sibly are training for the next walking match, their course being between Philadelphia and their homes.

Ask Bros. Owens, Reed and Hand if they had a snap Easter at "CA" tower, Atlantic City, also Bro. Edsall, who was assisted by himself from 11 p. m. to 7 a. m.

Easter travel was heavy, but not what it would have been had the weather been good.

B. & O. Notes:—

All quiet along the Beeno. Iron operators not started yet, but expect them to wake up shortly between Park and Chester. Bros. H. A. Smith, P. D. Sell, L. Marr and J. Hutton and two members of Division 84 attended the ball held at New York, April 16, and report having a good time. You can depend on it that Division 30 is never behind the times.

What is the matter with our refreshment committee? I am getting anxious to see that other room.

We are sorry to hear of the illness of Bro. Overdorf's wife, who has had the quinsy for the past two weeks, but is much better at this writing.

Bro. Powers was called home on account of the illness of his mother, and French General, Mr. Sullivan, who done the "owl" act in his place at "WO" has burned out near all the tickers on the block. "He am de hot stuff."

Bro. Delaney, at "DV," who has been off on account of sickness at home, is again at the front, rushing the boys with his 26—80—11's.

Any one seeking information as to leaving time of trains at New York just call up Bro. Brannon, who can give you any and all pointers. Not necessary to call more than once, as "B" is always at the key.

We are very sorry to have to record the loss of three members on this line, especially after just having been granted a new schedule. Boys, think it over. The O. R. T. can get along better without you than you can without the O. R. T., and we all hope you will think the matter over deep and seriously and make up your minds to come in the fold again. Why unlock the door? "United we stand, divided we fall," will hold true as long as there is such a thing as telegraphers. Come.

Bro. Opperman has been promoted from operator Suspension Bridge to agent, Belcamp.

Bro. Beeman, who has been on the sick list several weeks, expects to return soon.

Bro. Miller from "WJ" goes to "SA" May 1, we "13" and Silverside tower opens May 1 also.

Bro. Zaring from "BU" has been sick for a long time; expects to be out soon; glad to hear it.

Mr. H. Smith, night "YM" at East Junction, was struck and instantly killed at East Junction recently, we are sorry to note. Mr. Smith was a good Brotherhood man and a member of the B. R. T. He leaves a wife and two children.

Well, I will drop out now, hoping the editor will not send me a dynamite bomb by mail. I will promise to cut it short next time.

Yours in S. O. & D.,

P. J. SNOWIS,

Division Correspondent.

New York, Division No. 44.

Our first annual ball was held in New Eckford Hall, Greenpoint, Borough of Brooklyn, on Tuesday evening, April 16. We are pleased to state that the event was all that could have been expected, as it was a success, socially and financially. The hall was beautifully decorated and the most excellent music was discoursed by Prof. Connelly's famous orchestra. There was a good attendance and everybody present seemed to enjoy the occasion to their utmost. The arrangements for this affair were most complete and no pains were spared to make it an ideal event. The Grand Division was represented by Bro. and Mrs. J. R. T. Auston. Bros. James Hutton, P. D. Sell and a number of others represented Philadelphia Division, No. 30. Bro. Worley, Buffalo Division, No. 62; Bro. Yellowly, Newark Division, No. 74, and Bro. Bodine, Camden Division, No. 84. Despite our heavy expenses we have realized a net profit of \$75.

Long Island Railroad Notes:—

Bro. J. R. T. Auston, vice-president of the Brotherhood of Commercial Telegraphers, spent a few weeks in this vicinity accompanied by his wife. Bro. Auston made numerous friends and his departure on May 2 was met with regret.

Isaac Van Etten of Yonkers, N. Y., and R. C. Ayers of Sing Sing, N. Y., were elected members of this Division.

Bros. J. Cleary and J. Savage enjoyed our ball and helped to increase our commission on bar receipts by using the most sparkling beverage as an allayer of thirst.

Bro. J. H. Dooley acted as Assistant Master of Ceremonies at our ball. His attire was extremely swell and it can be truly said that he was the Beau Brummel of the occasion.

Bro. W. W. Dredger has again taken up his residence at Lynnbrook, L. I.

Bro. W. F. Entwistle has resigned his position as towerman at New York avenue, to accept a position elsewhere. Bro. Entwistle has many friends in this vicinity, who regret his departure.

J. J. Gallagher and E. H. Roe have again rejoined our organization, never more to wander from our fold.

Bro. J. S. Griffing has resigned his position at Cutchogue, L. I., and will shortly leave for the distant West, where he intends to encounter—among other things—fame and fortune.

Bro. C. P. Blecker had a very novel experience—it was, indeed, an occurrence that will long be remembered—but we must respect his earnest plea and refrain from relating it. He intends to spend a quiet summer in Southern New Jersey in consequence.

Bro. George W. Hilley spent a few days with relatives in Philadelphia and elsewhere. He reports a pleasant time, despite the disagreeable weather that marred his sojourn.

Bro. P. H. Hayes was called to his home in Newburg, Pa., owing to the death of his brother, James Hayes, on April 8. We chronicle this sad news with much regret. Division No. 44 extends their sincerest condolence to Bro. Hayes, and his family, in their bereavement.

Bro. E. J. Kelley has resigned as agent at Hicksville.

Bro. T. F. Noon was the hardest worked man at our ball, and as chairman of the floor committee he is entitled to much credit, as his task was well performed. He was attired in a full dress "gown" and quite often cut some Greco-Roman figures.

Bro. C. G. Curtis, our genial relief towerman, is a connoisseur of gloves. No doubt Miss J. is quite proud of the ability of her pupil in this line.

Mr. F. W. O'Loveiskey of Hempstead Crossing resigns to accept position as clerk in a hotel at Garden City. Sorry to see you leave us, Fred.

Bro. T. J. Stack spent a pleasant vacation among friends and relatives in Philadelphia.

Bro. W. R. Hanna, a nephew of Hon. Marcus Hanna, late of P. W. & B., is "owl" at Jamaica Block, vice Bro. J. E. Howe, transferred to Newtown, days.

Bro. T. Millster (Scuppy) is going to organize a troupe composed of operators, to produce his latest composition, "The Walrus, or Who Threw the Water."

Mr. Witman, transferred from station department to tower department, is now situated at Cotona, vice Mr. F. Warlew, transferred to West Woodside, days.

Mr. Hunt resigned to accept position with the Manhattan Elevated.

Bro. J. H. Dunlap, day relief towerman, resigned.

Bro. Rogers, "owl" at Whitepot, is in training for a bout with Jim Jeffries. We sincerely hope Bro. Rogers will be the victor.

We "13" that Bro. Howe has accepted the position of "leading man" in Bro. T. Millster's new play. We trust you won't forget to remember your old friends with "comp." tickets, Jim.

Bro. J. T. Reese was unrecognizable in a pair of blue overalls "ploughing" through mud about two feet deep on April 20. Don't be such a hurry after this, Jack. Speak to your old friends when you meet them.

Bro. E. J. Hafford spent a day in Point Pleasant looking for arbutus, accompanied by an American Beauty. We "13" that Bro. "H" was tried and fined two cases of Pabst's "conversation water" by our friends at the Boars' Nest.

Mr. Mullens, day towerman at Newtown, resigned to start in business.

Bro. Tripp, agent at Newtown, resigned to start in business.

Bro. Yellowly of Division No. 74 was present at our first annual ball and reported having a pleasant time. DIVISION CORRESPONDENT.

Canadian Pacific Railway.

O. & Q. Division—Owen Sound and Teeswater Sections:—

Not having attended church last Sabbath, I felt that I should make good in some other manner, and decided to send a few lines to the TELEGRAPHER for publication in the next issue.

I notice this section of the O. & Q. has not been mentioned in the TELEGRAPHER for some months past.

Where is our Correspondent?

Commencing at Toronto and working to O. Sound, then Streetsville to Teeswater, I only intend to run over the line, mentioning a few places where changes have taken place and others that are likely to be of interest to the reader.

In dispatcher's office we find Bros. Allison, Rooke and Jelley. At Toronto Junction, Bros. White, Wansborough, Smith and Rands, all good O. R. T. men. At Balton, relief agent, Bro. Ray, relieving Agent Thompson, who has been on sick list since December last. Trust he will be with us again soon. Caledon, we find Agent Atkinson interested in the cultivation of vegetables and flowers. Why not exert a little energy in behalf of the O. R. T.?

Melville Junction, we find Bro. Stockdale. Hope the owls will soon be hatched and you will be made a present of one for the busy season. How are chances for a posy, S. K.? The flowers should soon bloom now. Agent Howard is still at the Helm in Orangeville, with Operator Chapman, days, relieving Bro. Milton, who has gone to Owen Sound in Bro. Carnegie's stead for a time.

Operator Hay is owl, Bro. Houston having gone to Teeswater, days, Bro. McFarlane having been promoted to agency at Holland Center.

Not much change until we reach Flesherton, where we find Agent McGill, with Operator Marshall, owl, Bro. Smith having gone to fill a similar position at Toronto Junction.

The owl had one eye open, "Santa." Wish you health and happiness on your voyage through life with your partner.

At Owen Sound business seems quiet at present, but navigation will soon open and then hold your breath. How would you like "ON" for this season, "R"?

We find Bros. McHenry and Brawley at Streetsville Junction; busy joint, boys, but a bright future; hold out.

Meadowdale, Dan is busy from morning till late in the night keeping tab on the through business.

Brompton, Bros. Johnston and Cuthbert doing business; glad to hear you are on the line again, "C."

Next important stop is Forks of Credit, "Father," who looks after 1, 2 and 3, as well as the Central Depot at that point. He reports likelihood of a considerable boom this season.

Cataract Junction, we find Bro. Walker, who seems very popular at that place.

Harriston, we find Agent Andrews, with Opr. Badley, who is relieving Bro. Sanderson, at present in hospital in Toronto account of some eye trouble. Hope to have you back with us soon again "SN." Sympathy of the boys in your affliction.

At "FD," Bro. Crisp off on sick list. Relieved by Opr. Fraser. Wish you a speedy recovery, "J."

At Gorrie we find Bro. Found. Business seems to be picking up; understand Bro. Found intends making a shipment to the factory at "SH" some day soon.

Wingham, Wrouveter and Teeswater, we find Agent Beemer, Bro. Allan and Agent Moore respectively. Cannot say as to movements as we never hear from these points. Guess they have not recovered since the six day tie-up with snow in March.

Let us wake up, boys, while there is breath left. Does it ever occur to you that we are gradually sinking out of existence. Did you ever count up the "nons" on this section? Let us try and have a round-up this spring and halter break them at mid-summer, looking forward for a lower number to make mention of our Division in the May number. CERT. 1266.

Mountain & Shuswap Sections:—

Mr. E. J. Duchesray, our able and esteemed superintendent, has been promoted to be assistant general superintendent. I think we are all sorry to lose such a kind and generous official. In the four years that Mr. Duchesray was superintend-

ent many changes have taken place on this Division, and all for the better. Mr. Duchesray was tendered a banquet by the employees. It was a splendid success and a great tribute of personal esteem. Mr. Duchesray in reply thanked the employees for their loyalty to him and stated that his task was made comparatively easy by such an efficient body of employees. Mr. T. Kilpatrick has been appointed superintendent. Mr. Kilpatrick was formerly superintendent of bridges and has long been considered the most able bridleman on this Division. Highly thought of by everyone who has known him, he is a worthy successor to Mr. Duchesray. Mr. Kilpatrick has been on this Division for over 13 years and has always been very highly esteemed, and, we believe, will be a very popular superintendent.

Bro. Currie, popular agent at Salmon Arm, was at the banquet and on behalf of the telegraphers of this Division thanked Mr. Duchesray for his courteous and kindly treatment to all.

"Z" says he doesn't know whether he had a good time or not at the banquet.

Bro. Broderick, night operator, Field, is East on a vacation, relieved by the poet, Bro. Jelly.

Bro. Oakley, lineman of Sicamous Junction, has a grievance. No sooner does he choose a new "nyme" than some other fellow appropriates it. Hereafter his front name will be "Driftbolt" instead of "Spike."

Bro. Johnston succeeded Bro. Jelly as night operator at Sicamous Junction. Bro. Bob Barker, agent, is a hot number on the wire, and claims he can melt a wire when he gets real warm.

Bro. Davis, the operator from Medicine Hat, decided to go to 'Frisco, and went accordingly. An operator named Jones from Winnipeg is "RS" operator at Revelstoke office.

Donald Pit opened up on the 23d. A Mr. Burton from the Grand Trunk is operator. Conductor Bro. "Butterfingers" McLean handles the train.

Conductors "Reddy" Stevens and "Poker" Joe McCann made the star speeches at the banquet.

Considerable bridge work is being done all over the division. The remaining spans of the iron bridge over Mountain Creek have been placed by the expert, Mr. J. Findlay. The old Mountain Creek bridge was the largest wooden railroad bridge in the world. CERT. 744.

From the Nickel Plate.

I see by the TELEGRAPHER for April that we have secured another schedule on the Colorado Midland, and while they have secured a minimum salary of \$65 per month, I see the hours are still 12 per day, and, of course, seven days per week.

Other trades are fast securing an eight or nine hour work-day. Sometimes with an increase in wages and in most cases with the same wages they received for a 10-hour day, while the bright, enlightened, intelligent, and gifted telegraphers are

content to work 12 hours per day and seven days per week for a bare living.

Why can we not secure schedules or contracts that will give us a 10-hour workday and six working days a week, even if we do not get any increase in salary?

Here, on the Nickel Plate, the engineers average \$150 and the conductors \$125 per month, while the telegraphers receive the princely sum of \$45 and \$50 per month.

We do not do anything but put in 12 long hours out of every 24 at the key, without time for lunch, being obliged to eat as best we can between trains.

If business is booming, as it generally is about 10 months in each year, we work that much harder but do not get any more money than if there was only one or two trains on the road, while the trainmen make all kinds of money.

If we cannot secure a shorter workday, we can, at least, have our schedules provide for overtime for all the time over 10 hours that we are on duty. Instead of getting a salary of \$45 per month, let our schedules call for \$1.50 per day of 10 hours, including meal hour, and then overtime at the rate of 25 cents per hour for every hour over 10 that we are obliged to be on duty. Let this be the minimum rate to commence with and as we acquire strength in our noble Order, let us increase the minimum to \$2 and \$2.50 per day of 10 hours, and *double time* for Sunday work and all overtime.

This is no more than just, because we not only earn every cent we get, but we earn 10 times this amount.

The railroad companies are not putting up wires, building offices and hiring telegraphers simply because they are charitable and want to help us, but because they greatly increase the earnings of their roads with their telegraph department.

Take one of our modern trunk lines to-day and give them the most skillful engineers, firemen, conductors and trainmen, and without the telegraph department to assist them the road would not be able to handle more than one-fourth the trains they do now, and then not without great danger to the men employed.

Oh, no; we do not earn a cent! We are merely placed in telegraph offices as ornaments, but when a big storm comes along and knocks the wires down, how quickly everything comes to a standstill until the line is again in working order.

Just think of the immense responsibility that rests upon our shoulders in getting a large number of passenger and freight trains safely over the road, and that for this great responsibility we receive the munificent salary of \$45 per month (if we work every day), or about \$1.50 per day of 12 hours (if a 30-day month), or 12½ cents per hour. The section men here are paid 12½ cents per hour, or \$1.25 for a 10-hour day.

Come, Brothers, let us change all this. Let us educate ourselves and all other telegraphers so that we can hasten the day when we will get enough money to keep our families as we should, and so that we can have some leisure time to spend with them, the same as other people do.

Let us make it our special business to see that every telegrapher we know becomes a member of the O. R. T. Let us take a personal interest in the workings of our Division and promptly advise our leaders of anything that will be of benefit to the Order.

Remember, that whatever benefits the Order is a benefit to each individual member of the Order; so, let us work together for what we want and we are bound to succeed in the end. Fraternaly,
CERT. 23.

From the D., L. & W.

Buffalo Division:—

As I have not seen anything from this Division I will try and let our Brothers know how we stand.

We are getting very well organized and about ready to do business.

Bro. T. M. Pierson with us and is working night and day for the boys on the D. L. pike. He reports things in fine order.

We now stand about 80 per cent strong. We have a few half-hearted ones, who do not know where they stand and who are in arrears in their dues, but Pierson is after them and is fast straightening them out.

I know of one agent who expects to double his pay when he gets overtime, and there are many like him who deserve overtime.

Well, let us work together and make this Division solid for O. R. T.

Boys, go after that fellow who works opposite you if he is not in line. He will not hold out when he sees what good work we can do; let him know he is in the way.

I "13" there will be a meeting called soon. Let this be a rouser; let every office be represented, as the time is ripe for us to do something.

We have a new man working third trick in the dispatcher's office. Let him get in line and he will not have any trouble getting the boys out of the way.

We are sorry to lose Bro. Lee, who resigned at Leicester to accept a position at the Pan-American.

Wishing to hear from some of our other Brothers next time, I "sine" myself,

Yours in S. O. & D.,

CHAT.

Erie Railroad.

Meadville Division, East:—

Our regular monthly meeting, which was held at Kennedy, N. Y., was called to order at 8:30 p. m. Minutes of last meeting were read and approved. Four applications were read. Committee appointed to investigate, and applicants were reported favorably and elected to membership. Present indications are very encouraging. Keep the good work up, Brothers, and with a little assistance from each one we will soon have them all with us. Bro. Holmes has bid in Red House, nights. Night Operator Donner of Steamburg was absent for a few nights, being relieved by Extra Operator Walsh. Bro. S. Quinlan of Randolph has been spending a week's vacation in New York and other Eastern cities. Bro. J. Quinlan working days and Extra Operator Walsh doing the night act.

We find Bros. Maloney and Sands at Waterboro Junction, getting ready for the Pan-American. "M" says there is no time for the fiddle after May 1. Bro. G. Jones of Asheville is working a few nights at Columbus, Opr. Lewis being absent. Bro. McElray of Union City has been taking a few days' vacation. Do not know who is doing the relief act.

We are glad to see Opr. Sherman back again, but cannot see why he is not entitled to his rights. Now, "Zim," make that promise good and live up right away. Our next regular meeting will be held at Falconer Junction on May 25. Let all Brothers make an effort to be present, as business of importance is to be transacted. J.

Bro. Clancy made his appearance on this part of the road last month and the result was that he has made it hard to find a "non" any more; still, there are a few out in the cold yet, perhaps a few that he was unable to see. Another visit from Brother C. will about place us on the level with some of the eastern Divisions.

Bro. Harry Jones, who has been at Simpson nearly all winter, did the "owl" act at Foraker while Bro. Joe Seithman was off a week celebrating. Joe has a new baby at his house. Wish Bro. Spencer would talk Joe into sending a box of William Henrys down the line.

Bro. Stroupe from Spencerville relieved Bro. George Smith a few nights at "KN" tower the last of the month. Bro. Smith kept things down at Kenton depot while Sam Willis was away getting "tied up." "Ped" has something on tap for any of the boys that drop in on him.

Six extra levers are being put in the "KN" tower interlocker to make things more pleasant for Bros. Hopkins and Smith. Dick Holland says the plant will be spiked for about three weeks. The tower will also be remodeled and the stairs placed on the outside.

Bros. Thompson and Brown, at Kemp, now live in Lima, thanks to the new bicycle attachment. These country jobs are losing their horror since the invention of this arrangement. Several of the boys along the line have them and can conveniently work seven miles from home.

Bro. W. H. Willis, "night owl" at Alger, relieved Bro. McCoubry, agent at the same place, a few days last month. Bro. Rudy from Westminster did the night work.

Bro. Crist Walters and Bro. Earp, "RE" tower, seem to have taken a big load off their minds in the last few weeks. Anyway, their "lightning slinging" seems to carry up better. See if you can scare up a "non" somewhere and tell him how it happened.

We are about "cleaned up" over here now, boys, so let's all put a shoulder to the wheel and keep things going right along and see if we can't make this Division of the Erie a banner part of the Erie system, Division No. 42. Don't sit around and tell us how to do it, but use your influence and make the "nons" scarcer than hen's teeth.

CERT. 1314.

Cincinnati Division, East:—

An interesting meeting of the Erie members of the Order of Railroad Telegraphers was held in K. of P. Hall at Sterling last Friday evening. A large number were present, despite the fact that several were detained by sickness. Matters of more or less importance were discussed, including a specimen of "literature" and supposed "argument" recently circulated by some unknown persons who reside in New York. Such attempts to weaken our Order and thus defeat us only call us to more active effort in the future than in the past. But we were never more in need of united action to uphold our honor and a fair wage scale than in this time of trusts and combinations. United effort will place us on a firm basis and insure fairer treatment in the future than in the past. We are much indebted to our Brothers at Sterling for their kind treatment on this occasion.

CERT. 224.

Bro. George Weddle got Wadsworth, nights.

Bro. J. C. Mullinnix got "DT" tower, nights.

W. A. Laville got West Salem, nights.

T. C. Lewis got Mansfield, nights.

Bro. John Rensch got "CN" tower (Caledonia), nights.

These are the last jobs advertised.

Bro. R. D. Wilson, who has been working "DI" tower, nights, extra, for some time past, goes back extra again.

All passenger trains arrive and stop at Union depot at Akron. The Erie having abandoned their passenger depot for freight purposes, wires 20 and 27 will run into telegraph office at "DE"

(Union depot), and P. C. Weyrick, day, and H. J. Wilson, nights, will "OS" passenger trains for Erie.

W. E. Langdon, Erie ticket agent, promoted to traveling passenger agent. W. E. Waugh, clerk, placed in freight office. Bro. J. S. West promoted to night ticket agent at Union Station and Bro. K. L. Russell promoted from day operator at Akron to day operator at "AK" tower. His office will not be "tetched." A pleasant feature will, however, be added, viz., a cast-iron stove and plenty of Silver Creek clay to keep warm with next winter. "G'way, chicken."

Every one will be pleased to hear of Bro. West's promotion. He well deserves it and has well fitted himself for it. A joke is on John, though. A local paper commenting on the change says: "The night ticket agency at Union Station will be filled by J. S. West, a young man of excellent parts." John don't understand this phraseology.

Eastern Ohio experienced the worst snow storms ever known in its history April 19 and 20. It snowed continuously for 48 hours. Four feet of snow fell, 25 inches of which laid on the level, and the wind blew at a terrific rate. The Erie, Pennsylvania, B. & O. and other lines were completely tied up for 24 hours. Drifts as high as box cars formed. People living 50 miles away are still calling us liars. Just because a freak in nature only gave them an inch of snow, they could not believe snow drifts 10 feet deep existed. At any rate, 10 days hence you could still see snow drifts, notwithstanding the hot days following. A passenger train snow bound 26 hours was a rare sight in civilized Ohio. Just such was the case on the Erie. Bro. S. W. Cunningham at Sherman, O., was the busiest man on this Division during the storm. It looked like a terminal point, with so many engines, wrecking crews and over 100 men. Train 16 ran into a drift at Sherman which two of the big battleships and 16 engines could not budge until 100 Italians dug her out.

Opr. Nowell worked Sterling, while H. D. Knox was off.

Opr. Thomas worked Galion yard while Opr. Welch was at Galion.

Bro. Gwinne worked Wadsworth, nights, before it was advertised.

Bro. Ryan worked in "GN" office during April. "GI" tower (Galion) connected up with 24 levers, hence Bro. Weddle's departure to Wadsworth.

Bro. John Rensh worked at Mansfield, night, until advertised.

DIVISION CORRESPONDENT.

Pennsylvania Railroad Notes.

W. P. Division:—

In the January number one who writes over the signature of "Trixie" asks the question: "What's the matter with the C. & C. and the W. P. Divisions?" Well, as I am very young

and timid, and never done any writing for the press, I waited for a better man on our Division to tell him what the matter was. but as the groundhog has gone in the hole and is again on the turf, and my better man has not taken up the challenge, I will endeavor to give a few notes from the W. P. Division, as that is where your humble scribe is located. I would tell "Trixie," to begin with, that there is very little the matter with the W. P. Division. We have a road of possibly 135 miles in length, main line and branches, about 29 miles double track, and a faithful lot of operators, and when traffic is heavy there is a general hustle on train wire for the circuit. When the main line gets corked at the Parksaddle Narrows, or at the tunnel at Aradara, we handle the flyers. Last fall there was a head-end collision up the road that apparently the telegraph department was wholly responsible for, but as it was the only case in which said department was directly responsible for in ten or twelve years, we compare favorably with any single line road in the State. We have considerable traffic and the way Conemaugh yard gets blocked is evidence that there's not much the matter with the W. P. Division. We can handle trains, too. Let Dispatcher Hicks get a chew of Bunghole Martin's "Five Brothers" and the precision in movement of trains is almost a miracle. We have lots of O. R. T. pasteboard along the line, but we have lost quite a few good men, who have left to accept better paying positions. Our roll call would be a long one to call it to a finish, but will call up some of the most important places. We have a very fine lot of officers, with possibly an exception or two. Mr. F. F. Robb is a model superintendent and from all reports has treated all who have been to his office on account of discipline or any other cause, with fairness and moderation. Mr. Smith, our division operator, is O. K. in many respects and never discriminates against Order men and has never insisted upon his operators joining the Voluntary (?) Relief Department, as some of the other division operators have done, where an operator pays as much for the benefits received as any trainman or engineer or fireman, who occupy a strictly hazardous position. Now, as to the non-commissioned officers and privates, we will leave off the prefix Bro. and Sister, as ye scribe has not been on this pike long enough to know just who are still out in the rain. "AC," Allegheny dispatcher's office, Messrs. Marshall, Hicks and Miller are the men who get the trains over the road or give the boys a layout. Messrs. Humes, Mawhinney and Armstrong, copy and tell the way operator how he or she should report trains. Messrs. Madigan, Smith, Jr., and Watson manage the message side, but as we expect to "freight it," we go to the yard office, "CG," where Miss Honey gives us the glad hand. Courtney does the night work here. We get on a man's cabin car, who says you had better walk, but winks the other eye. Next office is "BN," Bennett, where Lee Dicffenbasher and

Scott turn the points and blades, block trains, count cars and carwheels on east bound trains and mark it down in red and black. Next office, "PC," Pine Creek, we find Eykes, Stewart and Anderson, manipulates the cross-over switch and signals and counts cars west bound. These worthies don't need any dumbell or Indian club exercise after they get off duty. At "RH," Sharpsburg, we find Miss Bell. Mamie has so many duties she don't have much time to talk with the boys. Frequent changes prevents us naming the night operator. We proceed to "RO," Squaw Run, straight line and a white block. No record. At "HI," Powers Run, we find the venerable Nathaniel D. Cook, who don't bother the girls much.

At "DY," Denny, we find Miss Campbell on deck, where she views the sprouting horseradish. At "SD," Springdale, we find Miss Clawson. Our engine takes water here and we have a chat. Gussie likes the tower better than the old station office. At "QN," Kennedy, we find a "ham-factory" in day time, and it's a case of the blind trying to lead the blind. No up-to-date card considered. "CX," Tarentum, we find "Aunt" McCurdy, who entertains her company on the second floor. We "13" she don't like it as well as the ground floor in the old office, where she stewed oysters on the caboose stove. Miss Krause, from Butler County, used to do the night act here. At "KS," Karns, we find Miss E. N. Duncan doing the day work and getting a white block pull out lively. At "BJ" we find Mr. C. J. M. Miller. Think Major has a girl at Freeport is why he likes to stay here so well. Mr. Bear sleeps here at night. At "AJ," Kiskiminetas Junction, we find the venerable James Patrick Kelly doing the day work and giving the dispatchers pointers as to position of A. V. trains and visits the yardmaster and A. V. operator occasionally. Mr. Shuster does the night act. Gives information as to the stage of water in the river; bends the rails and drops the blades for the owl trains.

Boys, why don't you kick for eight hours? You are lawfully entitled to it.

At "DA," east end of yard, we find Mr. J. F. Schall answering "calls" and questions. Night man, unknown. At "UM," Hill, we find the Hon. Howenstein, who is noted for promptness and good music. At "H," Tipple, we find Miss Bryson, noted for her beauty and high opinion of her ability. Miss Scholl entertains at this place at night. At "GI," west end of Vandergrift yard, we find Miss Ashbaugh, getting information for the yardmaster and seeing that trains get away from the water plug in good shape. Quite busy betimes. At "AP," Apollo Junction, we get a white block. Ahem! Ahem! Sorry to say so, but this is a "ham" factory, and the blinds are drawn low. At "S," Salina, we find Mr. McDowell days and Mr. Townsend nights. These operators are not here to turn switches, so we turn our own switch and use the long siding to "VN," Avonmore. Here we find Mr. Belford doing the day work end and Mr. Walters the night. This

office handles more train orders than any office on the single line and these worthies get \$40 per month, while a man at the same point gets \$45 per month for putting a pint of soda-ash in the engine tanks when they stop here for water. This is an unfair contrast in wages as far as responsibility and close attention to business is concerned. At "FG," Saltsburg, we find Mr. Porter days, and Mr. Cox nights. Joe is a religious man, but does not believe in the brotherhood of man, and he meets as many rough bumps from the heads of departments and dispatchers as others that sustain the Brotherhood. At "ZA" we find Mr. Roth days and Miss Dixon nights. We do not "13" how this is, as Miss D. is an old hand and Mr. R. is a newcomer. At "VO," Livermore, we find Miss Skelley days and Mr. Cunningham nights. "SY," we are glad to see you back on your own merits after the trouble some months ago. Next we come to "BG," west end of Blairsville yard, and find Miss Gregg "faithful and true" days and Mr. J. E. Kelly nights. When you get into the new office and have the switch to turn, I presume you will get a raise. Next, we come to "DX," Blairsville yardmaster's office. We find Miss L. J. Duncan, Messrs. S. M. Havis and C. E. Hawkins, first, second and third tricks respectively. Sam is on duty at this hour and we slip up the stairs and have a handshake, but not much time to talk, as this is a busy time of day. At "ND," east end of yard, we find Messrs. Platt, days, and Kennedy, nights. Two new men on the road and working at a \$50 job while older men work nights and at \$40. Why is it thus?

At "GB," Bolivar Junction, we find Mr. Bargman, days, shifting the rails and signals, blocking trains to "VY," answering the "fone," and doing a general yardmaster's business. As this is the end of the Division we drop off here to catch a train on the main line back to the city, and have quite a chat as to the good and the bad with "BO" and his genial companion, Mr. E. J. Havis, the night chief. Speaking of the TELEGRAPHER as a magazine it is in great demand on the W. P. Trainmen steal them and "nons" like the reading, but are too small to bear their part of the burden. We like the pithy articles it contains, such as "Dot" in the April number puts out. If we had more women like her the men would just have to be better.

"73" BRUCE BERTRAM.

Amboy Division:—

I am very much afraid that when some of the Amboy Division boys see some news from this Division that they will be very much surprised, but I hope the news will not be the result of any fatalities.

It was with deep disappointment to me and other Brothers to receive the TELEGRAPHER for the month of April and find that not a word was

found pertaining to our new Camden Division, No. 84.

We have good talent on the Amboy Division and we have no reason whatever for not doing something in this line. A short piece in each issue of the TELEGRAPHER, in my opinion, would be the means of winning over the "nons" on this Division. There is lots of work for the Brothers to do, yet.

Any telegrapher of ordinary experience will readily admit that by organization only can this be effected under present conditions. There are a good many who will say, "They will not hang on, they will not stick." Brothers, do you know if we had all this class offering this excuse we would not be thoroughly organized. You stick; by so doing you will influence others and then we will soon be in better condition. We want to advance and help you, but you don't want to advance and help yourself.

The Amboy Division of the Pennsylvania Railroad is manufacturing "hams" by the wholesale. Wait until this summer and you will have a chance to work with them—if not already. Let us try and abolish these "ham" institutions and effect thorough organization, which is the only remedy. With thorough organization and co-operation there is hope for legislation against such imposition, and promotion of public safety. Let us go after the "nons" and bring men into our organization of influence and marked ability, who will be of some service to our organization, leaving out the other class. It is going to take personal efforts of each member to do this.

I must admit that there are a few Brothers on this Division who have been working very hard for the last two months, trying to increase our list, but they have made very little progress so far. Don't give up, Brothers, stay with them and you will succeed, as they know your interest is their interest.

This company is paying its train crews better salaries than any other road in the State. Why is it? Suppose these employes had remained unorganized, and half of them refused to join any order and give the excuse that so many operators try to put up—that we have never done anything for us to get an increase—and show them that the order is all right, and then they will go in. Had these crews acted in this manner, where do you suppose they would be today? Why, they would be in the same class with us. You all know in your own hearts you are worth more than \$35 to \$40 per month, and the only way you will ever get an increase is to put your shoulder to the wheel and help turn it around.

Now, Brothers, why don't you drop your neighbor a little hint (enclose it), ask him for his reasons why he is not an O. R. T. man? There are several of the Brothers on this Division who have as a side partner a "non."

Several of the "nons" have made great promises to join our ranks. Put the TELEGRAPHER out to those men; great results are obtained in this way.

It is quite amusing to hear some of the "nons" on this end of the string inquiring, "How are the O. R. T. boys making out?" Of course, they are very inquisitive, but to be sure they don't mind that, as long as somebody else is going down in their pockets to help them out. I think I can hear some "nons" say, yes, but the same good could be accomplished if the operators would send a committee without the aid of an Order. If this be true, don't you think the company would have shown their generous friendship long ago by raising the wages of the operators and agents? I cannot recollect one instance where the company has raised wages of the operators and agents on this Division for the mere asking, unless it was done by a pull or a little favoritism.

You can ask any of our officials why the engineers, conductors and firemen, also the brakemen, get so much more money than we do, and they will tell you almost to a man, that it is because of their Orders.

Now, boys, you of the W. J. & S. R. R. and N. Y. Divisions, lend us a helping hand. Let us have three good organized roads right here together. With your influence I think this can be accomplished through our grand division.

We must have our rights, and to get them we must be O. R. T. men, and solid at that. So boys, every new member counts and if you get a hold of a "non" make him come to time, or hang him, that is the only way we will get our rights.

Now, I will try and hit up some of the boys along the pike.

Beginning at "HA" we find Bro. Williams has been acting agent, relieved by Mr. Sterling, from Whitings. We "13" Earl returns to ex-agency again.

Bro. Dix of Stanwick takes the agency at Freehold. Mr. Alfred Taylor, ex-agent, has taken his place. Dix, I tell you we will miss you. We expect wonderful results from you, as few belong to our grand Order on the F. & J. road.

Bro. Platt, relief operator, has resigned, accepting a position with his father near Masonville, hustling truck.

The first annual ball given by New York Division No. 44 was held at Brooklyn, April 16, attended by Bros. Smith and Bodine of Division No. 84 of Camden, accompanied by several Brothers from Division No. 30 of Philadelphia.

The ball was largely attended and everything passed off in apple pie order. Bodine, we "13," carried off the honors as the most distinguished fancy dancer, besides scoring a tremendous hit with some of the Brooklyn girls. Wonder if he didn't see stars in the grand march?

Falkenburg, formerly operator at "CB," is again with us as relief operator. Opr. Falky left the road to follow the sea, but unfortunately the sea proved disastrous. Glad to see you back; Falky, fall in line.

Bro. Brown, formerly operator at "GO," nights, has resigned from the key, accepting a position with the Ric-Rac R. R. at South Amboy. We wish you success. Rumor says you will soon take a trip on the creek of matrimony. Is this true?

At "2" we find Bro. Brown, nights. Say, "HR." Maggie says bring them napkins back you took off the piano, or you're dun chicken.

Now, I will slide down the Ram Pond Division to "SA." Here we find Soden, days, and Perrine, nights. Both in a trance. Brace up, boys, there is something doing on this pike.

A fly-up to "AM." Here we find Harry. Say, Harry, how much are your clams worth a hundred? Hope you are having good luck, for we want your name on our list.

Leaving off at "BY" coal piers, we meet with Bro. Buchanan, days; an up-to-date member of No. 73. "E," look after that night man of yours.

Now that I have enumerated all the changes I will cut out by requesting the Brothers to make extra efforts to be present at all meetings.

CERT. 16.

Northern Pacific Railway.

Pacific Division:—

N. Henderson, "CB," has again resumed duty, after a trip East. Glad to see you again, "N."

H. J. Briggs, "BY," is telling some pretty startling fish stories, now. The latest is that he caught 25 pounds of speckled beauties in two hours at Roy.

What's the matter? We never hear of the Roy boys catching fish! They are within a stone's throw of this happy hunting ground.

They say that Percy Briggs, "BY," is not much on the fish; that he prefers a nice camp fire and a good cigar—a la Indian. They do say that if Percy don't fish, that when he was in Yakima he took right after the Indians!

Tom Morris, "RM," is an applicant for a federal plum, to be distributed soon by our United States Senator. Hope you get it, old man, you can stand it.

The boys are moving about so much I have lost all track of them lately.

Boys, all of you, from Portland to Duluth, please read carefully that yellow circular that our General Chairman issued sometime ago, near the bottom, and kindly furnish the system correspond-

ent of this system all the news possible. If you only have one item, send it, being careful to date the items and Division where they are from so that I may compile them properly for the TELEGRAPHER.

Dakota Division:—

Bro. R. J. Boyle has resumed duty as night owl at Bismarck, after being quarantined on account of being exposed to the smallpox. Bro. Boyle, however, was too slow to catch it.

Bro. R. T. Thorne has returned from his visit of two months at his home, Saluda, N. C., and resumed his duties as night operator at Sterling. He only camped at Sterling one week, going from there to Casselton, nights, which is a promotion for him. Bro. Thorne was relieved at Sterling, nights, by Bro. H. D. Hughes, new man on the Division.

Bro. J. W. Snyder, day operator at Sanborn, was promoted to the agency at Oriska, he being relieved at Sanborn by Bro. J. C. Bennett of Buffalo.

Mr. A. R. Nurse was transferred from Oriska Station to Kathryn Station on the Casselton branch. Bro. Bailey, night operator, Casselton, was promoted to day operator, Fargo shops. Mr. Luck-singer going into other business, so we understand. Success to Bro. Bailey in his new position.

Mr. Dunn, agent, Carrington, has resigned, and we understand is going to the far West. He was relieved by his operator and helper, Mr. Niccum.

Mr. Airth of Cathryn was promoted to the agency at Minnewaukan.

We understand Bro. E. W. Davis of Davenport has resigned. Do not know if he has been relieved yet or not.

All Brothers should try and get the "nons" in line. There is a good field to work in on all the branch lines. The main line is in good shape. Let's see if every single member cannot convert one "non" in the next 30 days. Boys, get a move on you and help out in this work and let's make the Dakota Division solid for O. R. T. It can be done, if we only work for it. Bro. G. W. Lewis, Local Chairman, will furnish you the necessary blanks and all information. CERT. 46.

Many have not paid their dues and assessments for the current year. Now, boys, it costs money to write to you incessantly to pay up. Think what this means to the Division. Say there are one, two or three hundred members who are careless, and have failed to remit yet. One writing, nor two, does not always succeed in bringing in the money due, and besides takes up much of your secretary's time. I heard of one man the other day, on the line, who wondered what was

the use of his paying that last assessment—"he didn't get anything out of it." Well, my friend, I would like to say that the committee who "didn't" get you anything, spent an hour's good talk at 12 cents per 100 words on you and your night man, trying to get you something, and how do you repay us? Why, your night man has a student and neither one of you have paid your dues.

Perhaps not every individual member on the N. P. system did get something out of the new set of rules, but they are few. Your specified time for meals means 365 hours, or one month, per year, and yet a few who do not pay grumble at this. There are many other ways in which our new rules benefit us and only a careless or very selfish man will refuse to pay up his dues, etc., promptly.

Boys, pay up, and keep an interest in the only thing that will benefit you. Serving the company faithfully can be done just as well by having regularly allotted hours and good pay as it can by poor pay and "don't look at the clock." The officials who continually harp on the "clock" theory are living very comfortably and being reimbursed for their own work, and the clock theory will work both ways.

Everything is increasing in price—rents, fuel, clothing, amusements—everything, even the laborers' wages—but not the telegraphers, because they are still in their "swaddling clothes," must have a nurse to take care of them—the nurse is "the railroad company." Oh! what tender care you receive! And yet you clap your hands in childish glee when the nurse smiles on you, and it is not even a 25 cents per month smile.

Go right along; spend your money for whisky, cigars, bicycles, vacations, or any other bug you may have, but never pay your \$8 or \$10 per year into the Order. That's a thing which does not raise your salary the moment you go into it, hence it must be "no good."

The Order is O. K., if you will stay with it and give the officials you have selected a chance to do some work other than listening to a lot of childish complaints, etc., and trying to keep you together. Here is where so much valuable time and money is lost. See if you fellows can wake up and do business. CERT. 199.

Union Pacific Railroad.

Kansas Division:—

L. M. Baird, day operator Wamego, has resigned and taken service with A. T. & S. F. Ry. as operator in general office at Topeka. Bro. J. C. Stoyall, nights at Lawrence for some time, fills the vacancy at Wamego. Mr. Benson, a newcomer, is nights at Wamego.

Bro. R. T. Smith, agent Blue Rapids, was off for two or three weeks last month. Bro. Stout relieved him. Bro. S. is kept busy relieving the

boys going from Blue Rapids to Lawrence and now at St. George.

Sister Nixon, at Bonner Springs, was away for a few days about April 1. Bro. Lovelace, nights at same place officiated as agent during her absence.

It is reported an office will be opened at the ballast pit, near St. Mary, soon.

Bro. E. D. White, agent at Garrison Crossing, has been off on a short vacation visiting at Wahoo, Neb., and other points.

Bro. Drummond, from the Middle District, relieved a few nights at Manhattan recently in place of Bro. Hughey, who was sick.

Dispatcher McDevitt was laying off for a few days the close of last month and circulating among the boys at Junction City, his former home.

We can boast of three of the best and most considerate dispatchers in the United States on this Division—Messrs. Nichols, Hillyer and McDevitt—first, second, and third respectively. Long may they flourish over us.

We would like to call attention to a little matter having to do with station work in the interest of the night man. A part of his duty is to sweep out, dust and put things in nice order for the day man. In justice we believe the day man should turn the station over to him at night in like order. It is not pleasant to work in an office which has not been renovated in 24 hours. The night man's burden is more than hard and his surroundings should be made as pleasant as possible. This is a little reform that should be adopted.

Another thing, we believe the night man should be given more consideration in the formation of schedules. Day and night positions should be rated more nearly alike, the difference, if any—except in cases of heavy work, etc.—we believe should be in favor of the night man. We refer particularly to strictly telegraph positions, but there should be a better evening up at places where there are but two men.

PAUL KRUGER, JR.

P. E. Island Railway.

Big meeting of Division 47 on the 20th. Best on record in the twentieth century.

Bro. Cheverie, accompanied by his man Friday, were familiar figures around the rotunda of the City Hotel on the 20th.

Bro. Neil Campbell is about to relinquish the care and tribulations of an agent's life and embark on the sea of journalism. This resolve was brought to a head by his being offered the editorial chair of the *Rose Valley Socialist*.

The getting home of the Brothers from Divisional meetings of this Division appears to beat the record. Now, I don't want our foreign Brothers to think our members are becoming hilarious

after a meeting. Far from it; they travel 35 and 40 miles on hand cars, bicycles, automobiles, etc., all for the love of helping Division 47 have a bumper meeting.

The eastern quota left the town on a hand car after the last meeting. Shortly after leaving, Bro. Compion, who accompanied them as far as "J," lost his magic wand. A suitable reward of 10 cents was offered and the wand was restored to its owner. Bro. Kelly killed a goat at "J" and fed the visiting Brethren, after which they journeyed on to "HN," where Bro. Trainor was to leave them. Before doing so he presented them with a calf, which they killed and roasted before they arrived at "D."

Bro. McMahon at "NY" has had his cellar enlarged and a wine vault built capable of holding five hundred dozen. We will all give the Brother a call.

It is rumored that Bro. Hogan is going into bicycle training and racing this summer. Success, Bro. Hogan.

We had the pleasure of hearing Bros. Muncey and Cox discussing fishing over the line the other evening. Look out for fish stories in the next TELEGRAPHER.

Bro. McKinnon, at "UN," intends leaving the road and going into the fur and sewing machine business. He has some beautiful samples now on hand.

We are glad to hear that Bro. Douglas' father is improving in health.

Bro. Crosby has purchased Bro. Kelly's interest in the dog farm, and any one of the Brothers visiting "CA" before May 15 will receive a present of a fine dachshund.

Bro. Flynn and Bro. Clarke spent Sunday at North Lake. REGINA.

Grand Trunk Railway.

Richmond & Island Pond Division:—

I would like to know why we hardly ever see anything from G. T. R., No. 1, in our journal? I am sure it is not because we have no good writers on the pike, for I could count five or six Brothers between Portland and Montreal who could write up the news in good style. My opinion is that the boys do not take enough interest in our Order. Come, boys, wake up, and let's have news from our Division every month. Bro. Hatcher once wrote a very good poem intended for our journal, but his modesty kept him from sending it in. Don't be so bashful, Bill, send that poem in and let the boys have the pleasure of reading it. Nothing discourages a young member so much as the absence of local news in the TELEGRAPHER. Even I—the oldest member on this Division—feel blue after a fruitless search for news in our journal.

I am very sorry to see that we have lost Bro. McManus, who has left the service. In losing

him we have lost a Brother in every sense of the word. I might say we have lost a good father. Bro. McManus became a member in 1896 and since then he has always taken an active part in our welfare. He represented the First District when we secured our schedule and worked hard in our interest. Mac, you have the best wishes of all the boys on the G. T. R.; we all hope for your success wherever you go.

There have been few changes on this end since last fall. At Island Pond we still find Dispatchers Quелlette and Atwell, with a new man, Mr. Ladd, doing the business. "DO" and "WA" are all right.

Lake, Bro. Pelletier, agent, and Opr. Benoit, nights. Norton Mills, Mr. Doran, agent; Opr. Matte, nights. Coaticook, Oprs. Williams and Lanphear. Compton, Mr. Ladd, agent; closed nights. At Waterville we have a new man. Mr. Wilson is an At agent, but having been out of the business for sometime he has let go his card. We hope "WN" will join us soon. Mr. Menard another new man, works nights at that place. At Lennoxville we still find Opr. Findlay and Bro. Hatcher. Sherbrooke, Bro. Bartlett and soon-to-be Bro. Ashcroft. Brompton, Mr. McDonnell, agent, Windsor, Oprs. Hunter and Proulx. Richmond, Oprs. Vaillancourt and Withrow.

A one-armed man could count the members on his fingers and still have two (fingers) left. Yet a few years ago every man of us, with one exception, carried an up-to-date card in his pocketbook. Boys, we are forgetting that only three years ago we worked 15 hours, tending on switch and semaphore lights, cleaning stock cars, etc., all for \$35 per month. We are forgetting that other Canadian roads are paying \$40 minimum, and that we should have the same. We are forgetting that the O. R. T. is our friend and that without it we can do nothing. Why not brace up? We are in a better position now to pay \$7 for a card than we were in '98. Let's not put off paying our dues and getting an up-to-date card. We want more pay; we want a yearly vacation, with full pay; we do not want to wash floors or shovel snow. The C. P. R. and G. C. R. have secured all this through the O. R. T. Is there any reason why we could not do the same? I would like to "chew the rag" longer, but our journal is already overcrowded and I may not get in. So I will lay off until next month.

Yours in S. O. & D.,

CERT. No. 13.

Michigan Central Railroad.

Canada Southern Division:—

Another month having rolled its course along the "river of time," I again take up the pen to promulgate a few esoteric cogitations in support of the great principles of Brotherhood, which we, as an organization, advocate. Principles worthy of emulation, for they teach largeness of heart,

generosity of spirit and charity towards our Brother and fellow man, and it is pleasing to note that these manifestations are obviously to be seen at the present time. A union man's interests and aspirations are not all centered in self alone, but knowing what is good for one is good for all, and his unit of influence and strength being added to the whole, forms a bulwark of defense and protection which alleviates the oppression and suffering which otherwise might exist and from which single handed he would lack the power to extricate himself. He views in the distance a higher plane of action, of thought, of liberty, but he knows that to reach this goal of happiness he must be up and doing, pressing manfully forward to it, for it will never come to him. Neither will it come to those who admire activity so much that they sit still all their lives watching other men work. "Blind men can walk over gold and not know it," but I am pleased to report that the scales have fallen from a good many eyes along this route of late. Without personal mention, suffice it to say that a large majority of the telegraphers on this Division are now Union men. Another pleasing feature I notice is that Canada Southern stock is reported to be on the upward move. This denotes the prosperous condition of the road and ought also to mean prosperity for its employees. But it is a fact that all classes of employees are faring better than the telegraphers. However, there is no blame to be attached to any one only ourselves, for the others have asked for the better conditions which they are enjoying, while we have been standing idly by. We can surely do as well as they, and it is only reasonable to expect the same favorable considerations. But our petitions should be presented in the most gentlemanly and respectful manner, withoutrodomontade or thrasonical bombast. "Conciliation," and not "conquest," should be our watchword in pressing forward toward the goal we seek.

PRESS FORWARD.

(SELECTED.)

In our journey up life's rugged mountain,
Ofttimes we are tempted to say,
What a blunder we made when we started
On such a tempestuous way.
When the thorns and the thistles beset us,
And our footing we feel insecure,
We falter and long to turn backward,
To search for a pathway more sure.

In climbing we meet opposition—
Whom we take for a friend, proves a foe;
On the summit there's joy in abundance,
Where peace and prosperity grow;
"Press forward," let this be our motto,
Regardless of sorrow or pain;
On the top there is rest and contentment,
Below there is nothing to gain.

When the clouds of oppression grow darker,
Or the winds of adversity blow,
Let us gaze in life's mirror before us,
Forgetting our struggle below—
"Press forward," oh, let us keep toiling,
Each step in our favor will count,
Perseverance combined with our motto
Will help us the rocks to surmount.

Let persistency always be foremost,
And our language know not the word "Fail;"
We shall prove when the journey is over
Perseverance will always prevail—
Arrayed in persistent endeavors,
Our ambition to climb will not stop
Till success shall at last crown our efforts,
And give us a place at the top.

CERT. 2914.

Baltimore & Ohio Railroad.

One would hardly think the B. & O. system is the best organized and has the best schedule of wages of any road east of the Mississippi. Simply because the boys don't display the interest they should. What is the cause of this comatose condition? It isn't because there are not any "nons" on this road, for there are quite a number and most of them are good timber to work on.

The principal cause of the members' lack of interest is because we have no systematic organization.

What we need most, and will have, is the B. & O. Railroad organized into a system Division and have meetings at different points along the line every month. Or, better still, the lines east of the Ohio River have a meeting at some convenient place for the members to assemble and the lines west of the Ohio River do the same, so the members can become acquainted with each other. But not only that, but become more familiar with the teachings and laws of the Order. The meetings will have a tendency to throw off this apathy and create new interest in the organization. That is the operators' only remedy for the many evils from which they suffer.

Come, boys, throw off this careless, apathetic state into which you have fallen. Organize a system Division on the B. & O. that every member of the O. R. T. can point to with pride. For there isn't any doubt but that the B. & O. system Division could be made the banner division of the organization. Some Brothers will say: "We have voted on system division once or twice and failed to get a majority in favor of it, what is the use trying again?"

This is true, but we *must* try again, and succeed, for surely every Brother realizes that we must be all in one Division to act in concert on a railroad system large as the B. & O., and the only way for us to act in unison is to have

system division. It is not only necessary to the B. & O., but essential for all large systems to have the members on that line in one division. Should we ever be compelled to show our strength, how much easier and more forcibly could we show it! By having our roll-call on one secretary's book, than now, for we are now placed in half a dozen different local lodges and a great number in the grand.

By meeting once a month every member would become enthused in the work, and would create a closer bond of unionism. Our grievances could be looked after more systematically, which would not fail to have its effect on the "faint-hearted, always broke 'nons.'" They would have no chance to argue that the Order done business in a haphazard, don't-care manner. All the members on the B. & O. think this over and become convinced we must have a system division and express your views accordingly. C. B. R.

"Short Line Briefs."

I will endeavor to give you a few notes of our pike and its loyal members. Commencing at Pocatello, we have upstairs in "H" office first, second and third trick dispatchers, McGill, Scarbough and Peckinbaugh; all nice boys. Underneath you will find Bro. Brown, manager, with "VD," "MA," and "JO" as able assistants. Bro. Brown is of late from "SA" office at Salt Lake, having succeeded Bro. McDonald, who was only a few days ago promoted to third trick dispatcher at Lima. Good luck to you, "A."

At Blackfoot you see the smiling countenance of Bro. Stone. A little farther north at Shelley you will hear "Missouri Jim" ask to cut our operator OSing No. 7. "13" Jim is taking a 30 days' vacation, commencing April 25, and it is whispered he will bring back with him "Edna May."

At Idaho Falls Bro. McManus clears trains for branch and keeps the "peters" clear so the Mormons on the branch can keep up with the outer world. Don't know night man's name. Then we drop over to Market Lake to find Bro. Carruthers as agent and McPherson making expense bills to keep awake nights. At Dubois you meet the only boy from Missouri, Bro. Anderson. He can tell you how it happened. Bro. Reed, nights, who, I hear, is training up for station work.

Here we find ourselves at the north of the canyon, with two "nons." Boys, why don't some of you that are nearby go after this Sister and Brother and see if you can't bring them in out of the wet. Next we will show you the Fat Boy at Pleasant Valley, Bro. Vallory, who is not dead if you get him warmed up. I will now cross the Bleak Divide into Montana, where you will find at Monida a new man signing "VX," who is relieving Bro. Egan for a few days, "MA" having gone to Butte to sell some mining stock. Nights

we find Bro. "P." don't know his name. I am now at the end of the Seventh District, where you will find Bro. Graham, days, and Shade, nights, both hustlers. Don't know the force in "X" office, having severed my connection with the Eighth District. I'll cut out. CRR. 366a.

From S. A. & A. P. Ry.

Have seen nothing in our journal for some time from this pike. Probably for the reason that every one else, like myself, feels himself incapable of writing anything. We have some few hard workers here and good rustlers for the Order, but for the past few months it seems they have been asleep. Brothers, did you ever stop to think you are sleeping away some valuable time. While you are doing this sleeping you should be making some effort to show the "nons" that are around us their duty, and how easy it would be for us to obtain a first-class schedule. Did you ever think that the "S. A. P." is the only first-class road in the State now that has no schedule? We have been asleep long enough now, and it is time to get in line. Are you waiting for the company to give us a good schedule without us making an effort to get it? If you are, you will probably wait a long time. Did the S. P. boys get theirs by waiting? Not on your life. Now, do you want a schedule like the S. P. boys have? Do you think you are entitled to \$5 or \$10 a month more, with all the benefits of a schedule? If you do, you had better get up and do a little work for the Order.

In conversation with a few of the "nons" here we find them actually afraid to join. Simply because one or two minor officials are not in favor of the Order. Now, wouldn't this jar you? Did you ever hear of an official declaring himself in favor of organization? The truth is, our officials see very clearly the benefits of our Order, while a great many operators do not or rather pretend not to.

Now, Brothers, let us make an effort to put the S. A. P. in line with other up-to-date roads. Let us, one and all, see what we can do in the next few months.

Business on the S. A. & P. is very good at present. The stock rush has been booming things in a great way and many new men have been put on, and we are glad to note are all "old timers," and the majority of them know the sign. As the writer is one of the new men, or as one of our dispatchers prefers to call us, "the stock rush boomers," we can not undertake to give much local news.

Coming over the line we find the little button worn by quite a few, but not so many as we would like to see.

At Houston, Bro. Millhouse still holds office. He always knows when the S. A. P. need men

and has probably hired more than the chief himself.

Bro. Jordan is agent at Blodgett and it is reported he always reserves a place at the table for any Brother who should drop in about meal time.

Bro. Harry Lawrence, for the past 18 months day operator at Yoakum yard, has resigned to accept a position in dispatcher's office on the Frisco. We regret very much to see you go, "QX," but are always glad to see a Brother take a step higher. To the boys of the Frisco we recommend him as a thorough gentleman and as hard a worker for the cause as can be found.

Mr. W. B. Grizzard of "WS" office, San Antonio, goes to "YD," days.

Several other changes in these picked jobs are to be made, but we are unable to learn the program.

Bro. McBain looks after Fall City and puts in a word for the Order at every opportunity.

At Kenedy we find three up-to-date cards—Bro. Bain, agent; Sister Lizzie Pyle, days; Bro. Holland, "owl." All the boys say Miss Lizzie is the life of this end of the line. Every train crew wears a smile a foot long when they get a trip by Kenedy and one or two have actually been accused of being unnecessarily delayed there.

Bro. Culliton worked a few weeks at Skidmore during the rush, but as that office is closed now he has left for a cooler clime.

Ex-Bro. Booth, at Yorktown, nights, during the life of that new office.

Bro. J. M. Goforth looks after the keys at Beeville.

At Yoakum, dispatcher's office, the "riot act" is read to the "OS" boys by Messrs. S. K. Buchanan, chief; Thompson, Gallbreath, and Prince, all good men.

Mr. Gail Goodloe does the act at "Q." "O," we think you have put it off long enough now. Better fall in line and give us your help.

Bro. Gowens, agent, and Mr. Hall, nights, at West Point.

Bro. Kenney, days, Bro. Abernathy, nights, at Cameron. "K," you have done lots toward lining the boys up on the branch; keep the good working. We are sure to reap the benefit later.

Two good Brothers at Waco, who will treat you nice if you have a card. Bro. Burton and Bro. Shafter.

At Giddings, nights, we find Bro. J. R. Lehman, whose name appeared in the C. H. & D. correspondence in February journal as a scab. Bro. Lehman sternly denies the charge and as the writer has made inquiry among parties who should now, we believe it an error. So don't believe it, boys, until you find out more proof.

Bro. Brooks, for some years agent at Ganahl, has resigned. Sorry to lose you, Bro. "B.," and our best wishes go with you.

There are plenty of other good Brothers, whom I would like to mention, but am not acquainted with them. Hope this will encourage some other Brother who is better acquainted to do the correspondence act in the future.

CERT. 47, Div. 57.

Kansas City & Southern Railway.

We are glad to learn of several new members this month. Among them are:

Bros. George T. Riley of Mooringsport, La., I. H. Busby of Bassett, Texas, G. W. Murphy of Gillham, Ark., and H. M. Stretcher of Oskaloosa, Mo. This shows there is good material still coming in and should make us work more earnestly in the cause.

We are sorry to learn of the recent illness of Bro. P. H. McTague of Cleveland. We hope he is well by this writing. He is being relieved temporarily by Bro. J. H. Cloonan.

We are in receipt of a letter from Bro. D. E. Chambers of Merwin, our genial secretary and treasurer, in which he says the boys are still coming in. Let the good work go on.

Bro. Higgs at Anderson has been laying off, relieved by Bro. J. D. Sweeney.

Bro. Wintz of Westville is taking a vacation, being relieved by Bro. McCullough.

Bro. Wintz of Heavener is also taking a much needed rest. Bro. Shaha relieves him temporarily.

Bro. P. H. Williams now holds forth at Stotesbury, he relieving Bro. Jennigan.

There's also been changes in cashier's office at Pittsburg and Fort Smith.

Thomasville Station has new agent also, Bro. L. B. Anderson relieving Mr. C. C. Simmons.

We are rather short of news this month, owing to several reasons, the main one being that we hardly ever hear of any.

This nice weather makes us want to go fishing. Talking of fishing, you should have seen Bro. Waters of Spiro last Sunday afternoon making his way north. He was actually loaded with fish. Come again, "JK."

You have heard the old adage, "If at first you do not succeed, try, try again." Will say that we are still trying, whether we ever learn to be a correspondent or not.

The Arkansasawyer says that is all his steer can do, "is to try." So with us, and now boys, if there are any omissions or mistakes, please let us know, and will promise to rectify.

We are glad to see so many new members and I for one welcome them into our ranks. Hoping we will have five or six more next month, will say adieu.

Fraternally,

CERT. 154.

M., K. & T. Ry.*Dallas Division:—*

S. A. Gerterne is working nights at Hillsboro, "HR," office.

Bro. Martin is day man at "HR" office, Hillsboro.

J. F. Cox, agent and operator at Burleson.

Mr. L. B. Passenger has gone to Wichita Falls office.

Bros. J. S. Rogers and A. E. Cobb hold forth at "GM" office, Dallas.

Bros. O. G. McCarthy and O. D. Davis, days and nights, at "D" office, Dallas.

Bro. R. G. Raoull is clerk and operator at Waxahachie freight office.

Bro. W. F. Hane is back again to "SO" yards office and claims he don't need any more small-pox in his.

A. R. Freeman succeeds W. F. Hane at Bells, nights.

Mr. J. I. Hey is agent at Waxahachie.

Bro. E. L. Phillips is ticket agent and operator at Waxahachie.

Bro. J. J. Walsh is night man at Waxahachie.

Bro. R. H. Mansfield is working days at "SO" yard, Hillsboro.

Bro. J. F. Heston is working 9 a. m. to 9 p. m. at "SO" yard office during increase of business on account of stock business.

Bro. J. E. Cooper, agent and operator at Foreston.

Bro. A. W. Terrell is cashier at Waxahachie. Rumor says Alec's frequent trips to Fort Worth is to result in a wedding soon. All join in wishing Bro. Terrell and bride long life and happiness.

W. E. Siefer is agent and operator at Italy. Bro. R. M. Watterman is agent and operator at Milford.

F. L. Logan holds forth as agent and operator at Lancaster.

Business has been unusually good all over the road for this time of year, better than ever before, and indications point to its keeping up for some time.

CERT. 2820, G. Div.

To All Members Fourth District:—

I have been appointed as your Local Chairman of this district, vice Bro. S. T. Best, resigned. In order to make a success I ask your earnest support and on this depends the success of our district. It will be my endeavor to solidify this district and make it the banner of our division, and if each will do his part, there is no reason why we cannot make it so, assuring you I will serve you to the best of my ability. But you must not think that the Local Chairman is to do all the work. Of course, your success depends

largely upon his guidance, but if you do not render him the proper assistance he is powerless to succeed. Trusting that each will take renewed life and put his shoulder to the wheel, appointing himself a committee of one to line up some "non." Let us see if we cannot by June 30, the close of this half year, be able to say there is not a "non" on the Fourth District. With best wishes to all, I remain,

Yours in S. O. & D.,

A. C. WILSON.

Sealy, Tex., March 29, 1901.

From the Cotton Belt.

Mr. Willie Neff of the Cotton Belt has the reputation of putting applicants for positions under him through rigid examinations. The following is an account of some of the questions asked an operator who recently sought service under him: "Mr. Smith, where are you from?" "General Manager St. John of the H. A. & M. line." "What came you here to do?" "To learn to subdue my energies and improve your telegraph service." "Are you an operator?" "I am so considered by all railroad men who know their business; try me." "How would you be tried?" "By the key." "Why by the key?" "Because it is the emblem of entrance and the principal working tool of my profession." "Where were you first made an operator?" "In mind." "Where next?" "In a 'ham factory, adjacent to a regular railroad station." "How were you prepared?" "By being stripped of all my hard-earned dollars for tuition fees; made neither an operator nor a stranger to the art—hoodwinked into thinking I was one, and a recommendation placed upon me, in which condition I entered the superintendent's office." "How did you gain admission?" "By giving three 10-cent cigars to his chief clerk." "How were you received?" Upon the sharp gaze of the superintendent, who told me I was about to enter upon the most solemn duties ever allotted to a man, and then ordered that I be conducted three times around the relay office, that I might become used to the clatter of the telegraph instruments. After which I was seated in a chair beside the superintendent, who told me that before he could hire me it would be necessary for me to take the following diabolical oath: "I hereby swear by the great horned hoof of old Mephistopheles that I will always remit and never blow in any and all moneys, checks, etc., that I may hereafter collect while acting as agent or in any other capacity for this railroad company; that I will freely contribute to all petitions circulated by my superior officers to buy them 'tokens of esteem,' so long as they leave me enough to pay my board; that I will not ask for passes for my wife, sisters, brothers, father or mother, nor ask the conductor to dead-head them. I furthermore promise that I will obey all rules and regulations promulgated by

heads of departments; that I will patiently submit to having my salary cut from year to year without protest and never join the O. R. T." The next question was, "Have you any cigars with you?" "I have." "Will you give me one?" "I did not receive them, neither can I so dispose of them." "How will you part with them that I may arrive at a smoke?" "I will match pennies with you, proceed." "No, you begin." "No, the cigars are yours; begin, you

Hi-

red

Hired.

"Will you be off or from

Off?" "Good bye."

He got the job.

W. T. DICKEY.

Chesapeake & Ohio Railway.

James River Division:—

On Thursday, April 4, the regular date of meeting having been changed from fourth Wednesday, quite a number of our boys turned up at the hall in Richmond, where we had a good time. As the general committee was in attendance, all routine business was side tracked, except the initiation of candidates, and the time devoted to informal talks and discussions of the various points in the proposed new schedule.

Of course, on some points some of us disagreed and some warm arguments followed. Especially warm did our popular chairman from (Hod War) grow when he told the boys how some fellow who might be closed out might take it into his head to call down the old landmark from (Hod War), and thereby "tar us all to pieces."

However, notwithstanding, I am one of the sore-heads and cannot see some things as the majority sees them. I believe we are all confident that the very best will be done that is possible for the general interest of the C. & O. system and we know that every one cannot be personally pleased. Perhaps next time our side will be in the majority and we can have things our own way.

Numerous short talks were made by our visiting brothers, which proved so interesting that the evening was far advanced before we realized the lateness of the hour.

Our committee could not meet General Manager Doyle on account of a conference being held with the B. of S. E., which had not terminated. But they received courteous treatment from Mr. Doyle, who promised to meet them at the earliest possible moment and offered to hold night sessions with them if demanded, but of course our committee was too considerate to demand any such thing. We feel assured that a large proportion of our reasonable demands will be granted and that we will be pleased with the work of our committee.

Your correspondent having for several months, for reasons he considered good, been on the dropped-out list, is of necessity uninformed on many topics, a knowledge of which is necessary to an intelligent summary of general news.

Our Division seems to be in good working order and many of the brothers very energetic in the cause.

Brothers, let us drop all feelings of personal disappointment and enter the fight with renewed energies. We are doing good work. Every year shows our condition better. If any Brothers feel that the affairs of the Order are not properly managed by the leaders, let him not hold back and enlarge on his dissatisfaction, but come to the meetings and boldly state his dissatisfaction and give us the benefit of his ideas. Perhaps all will be benefited and his cause for dissatisfaction removed.

I think our boys attend meetings as regularly as most Divisions, yet there is room for improvement and we trust that we will gradually see such improvement until all acquire the habit of attending regularly.

Brothers, do not let us forget that we still have a few "nons" and each member should consider himself an organizer. We never know what good a word from us may do.

Should we secure a pretty good schedule, do not let us be satisfied with it, but continue to strive to increase the strength of our Order that we may be better equipped and get a better one next time.

With best wishes for the growth of the Order in general and our Division in particular, I will close.

LENELETTE.

Allegheny District of Huntington Division:—

Our regular monthly meeting was called to order, with Bro. Price in the chair. Owing to sickness of Bro. Holt's child he could not be present. Bro. Bobbitt of New River not having returned from the East, our worthy Brothers from New River District, through some misunderstanding in regard to getting passes, failed to be on hand. However, the attendance from Allegheny District was over the average. Altogether we had a very good meeting. Bro. Rushford gave us a talk which contained "more truth than poetry." However, we did not take it to ourself, as we thought it was intended for "the other fellow," especially the part in regard to operators giving the company the very best service possible, thereby making themselves invaluable and winning the admiration of the officials for O. R. T. men, as we are rather of the opinion that we give good service. A little stuck on ourself, maybe, "but there are others."

Well, to return to our district. There is old Mr. Hoge at Steele, "one of the old timers." Been telegraphing all his life. He was with us

until he wanted to teach his son George, and because he could not get permission to do so he dropped out of the Order, and taught George. Now George is fired. The old man is sick and, of course, he wants the Order to get him a raise, etc. Oh, the inconsistency of some operators!!

There is Bro. McLaughlin of Low Moor. Bro. Mack has only one arm, but he is one of "the old guard," "who never say die." We would like to have a whole army like Bro. Mack. Always doing all he can to help the good cause along.

Bro. Price says he and Mr. Murphy, "JO," have some times writing letters on pulp mill paper at "CM" cabin.

Our Bro. Dixon of "BS" Cabin, who was taken into the fold last meeting, has a great magnet at Whitcomb. Something evidently draws him there pretty often. Madame Rumor has it, and with some appearance of truth, too, that he contemplates becoming a benedict in the near future.

What's the matter with the man at Hildale, who wears the black whiskers? Methinks he don't comb his head often enough, eh?

There is Charley Perry at Lowell. Just as soon as we, through the hard work of our committee, got him a raise, he dropped out. Such people are surely a thorn in our side. But we must work on, pray on, fight on. "Never think the victory won, nor lay our armor down" until we are the strongest Order in existence.

Brothers, this is a matter of business, and not a matter of sentiment or personality. We have got to hang together and keep up the fight. Now, Brothers, don't neglect these meetings, but come to them. You can if you will. Our meetings hereafter will be held in the Hinton I. O. O. F. Hall, every fourth Tuesday in each month, instead of Friday. Bro. Holt will get you passes if you will only let him know you want to come. Don't stay at home and think the rest will do it, for we want you all, there—at least we should never have less than 20. Now, brothers, come on, and when you have come you will exclaim, "This is the way I long have sought, and mourned because I found it not." Don't forget the time and place of meeting—Hinton I. O. O. F. Hall, fourth Tuesday in May. LONG JACK,

Methinks I heard Bro. Alderson say he was going to rent room 30. Now, "O," I think you might take Bro. Price in as partner in this deal. You know he has a good reputation.

Any Brother who would like a turkey and rabbit farm would do well to call on Bro. Frank Pfadt. Frank says it pays better to raise turkeys and rabbits than answering your call.

We were glad to see Bro. Wheatley's oranges, and what we did for them while he was absent was a plenty. Bring some more, Brother.

Bro. Hanifin, how about the rubber goods Bro. Alderson bought for you?

Cincinnati District—Ashland Meeting Items:—

We have a few Brothers in and around Cincinnati, but why we never see their pleasant faces at our lodge room is more than I can say. Bro. A. S. Black, cannot you instill the feeling into them? Following are the changes, etc.:

Covington, Ky., yard office is looked after by our good old friend, Bro. Pete Malloy, W. P. Gehan always contesting for wire in day time.

Dayton, Ky., finds us with our old friend, Bro. Martin Welch, as agent; M. R. Newton as his day operator, and J. A. Tobin, sleeping at night.

Brent, Ky., Bro. G. G. Grimm, as agent here; K. B. Chapman of Quincy at night.

Ross, Ky., Bro. G. F. Hoh fills the bill as agent here, with S. F. McCrone of Mentor as the genial night man.

New Richmond, Ky., finds us with couple non-members in J. Snelle and John Fowler.

Mentor, Ky., well, yes, we find a good old-time Brother in H. K. Shaw, who attends all the meetings at Ashland. The night man unknown. Get after him, "HK," if he is eligible to come in with us.

Corntown, Ky., Bro. J. W. Riley, a heavy-weight, hustling freight here, with no night man to help him out when getting to the meetings.

Foster, Ky., Bro. F. A. Allen officiating as agent and an old-timer, Bro. W. F. Watkins, from New River, as night man. Hay, pretty good at water tanks, ain't it, "WF.?"

Wellsburg, Ky., Bro. A. S. Jones, agent here, with no snap like he had at Glenn. Quite a difference, "EH." Bro. R. L. Stairs holds down the table at nights. Come out to see us, fellows, next month, 25th.

Augusta, Ky., H. Foley, agent; Bro. G. W. Bonnell as day operator and Bro. Wm. Myers, the only society man on the Division. How's the Ironton Hello Girls, Bill?

Dover, Ky., here we find another good old Brother in P. E. Cross, as agent, who has been with the service of C. & O. a long time. By the way, "C," do you ever hear from our scab friend, W. R. Cain, who went to Santa Fe?

South Ripley, Ky., the only agency on the Division which is looked after by a lady, Mrs. C. O. Jaynes. Bro. Willis at South Portsmouth is expecting your application on every train, "J."

Broshears, Ky., Bro. W. H. Harrison is our new agent and getting along first rate; oh, where is Snelle gone, does any one know?

Maysville, looking at our hand very closely we find we have "fours," something no other station on the Division can boast of. Bro. W. W. Wikoff, agent; Bro. L. E. Hughes, clerk; Bro. S. M. Humphreys, who eats his dinner off the table every day, and Bro. F. B. Kimble, likewise of a night.

Fair Ground, finds Andrew Jackson Boyd, with office always full of students. Bro. S. F. Reed is doing the night act.

Springdale, Ky.—Here's where we find two of a kind and we always bank on one or the other at our meetings—Bro. S. B. Tulley and Bro. C. H. Frye.

Manchester, Ky., seems to be on the wrong side of the ledger, and we will pass on to the next.

Concord, Ky., Bro. Wm. Traber, as agent, who buys all the chickens and eggs for the train men. They ring you on bells a good deal, "TR." Be on lookout at all times. Bro. F. G. Williams drawing a pension at night.

Carrs, Ky., Bro. Vicroy is the whole push here. Vic, we missed you at meeting last month. Can you "XJ"? Night man unknown.

Vanceburg, Ky., finds us with three good Brothers in J. W. Mathewson, agent; John Bennett, day operator; J. A. Halsted, nights. Come up some time to our meetings; we never have yet seen the color of your hair.

Buena Vista, Ky., Bro. W. L. Franks as agent and our old friend, Bro. S. J. Wheeler, nights; a heavy weight, who is also a great chicken fancier.

Garrison, Ky., Bro. G. W. Cason looks after a great deal at this point as the company's agent, but they tell me you have a good thing in the store business also. Bro. C. R. Murphy, who could not stand "MS" cabin, nights; had to return to his first love. Look out for Bro. W. H. Glenn when he comes that he don't steal her. Bro. Tom J. Yancey as night man. We understand he takes a trip quite frequently to Russell—it must be the auburn haired one that takes him.

Quincy is not on our map; therefore it is a blind siding and we pass on to the next.

Glenn, Ky., Bro. G. Hutchinson keeps the list of the cars here; night man unknown.

South Portsmouth Cabin, Bro. W. E. Allen officiates from 7 a. m. to 7 p. m., but must have lots to eat, as it is "S. F. D." from 11:50 to 1:30 p. m. Bro. G. F. Willis is night man, but has always a pleasant word for a Brother in distress.

Zion, Ky., is looked after in daylight by Bro. H. C. Aumiller and Bro. H. L. Willis, who is always awake at night, who, by the way, is almost seven feet tall.

Limeville, Ky., Bro. J. W. Byrne puts in the time some way from 6 a. m. to 6 p. m., but it is quite a difference from "WG," ain't it, Jack? This change will help you to get to our meetings more frequently? G. B. Warren is night man.

Grays Branch, Ky., Bro. A. L. Barker bills them out here, but it is very scarce. Who is your night man, "B"?

Greenup, Ky., the nicest little town along the line, is looked after by Bro. N. W. Klein, who has been with the company a number of years.

Riverton, Ky., J. W. Crawford, joint agent for E. K. Ry. and C. & O. Ry. J. R. Coleman is night hawk, but at present is over east, being relieved by a newcomer.

"MS" cabin, Bro. W. D. Hiser holds it down in day time and Bro. E. E. Rinehart conducts the affairs of a night.

Ashland, Ky., "AN" office, Bro. H. T. Manlove, who has his troubles in day time, and an old gentleman named Irwin, at night.

Since writing this letter I understand Bro. J. W. Ishmael, late of Garrison, left between two seconds and is spending couple of months in the southwest. Brothers in the southwest, here is a prince; treat him as such.

Our next meeting comes May 25. Come out, everybody, and be prepared to pay Bro. Grogan \$3.50 for your dues. OHIO DYKE.

The Missouri Pacific & Iron Mountain.

Second District, Western Division:—

Bro. R. C. Fry has returned to his post at Auburn, not yet a benedict, as we predicted in our former communication. Bro. Barret resumes night work. Extra Operator T. N. Field, who relieved Bro. Fry, is now working for the B. & M. at Omaha.

It is with regret we announce the departure of our friend and Brother, H. R. Wills of Union. He has been with us since 1887. Understand he goes to some road in Washington. While we mourn our loss, others' gain, we wish Bro. Wills all the luck imaginable. Bro. "Brick" Swearengen relieves him.

Extra Operator and Agent Panzeram was sent to Gilmore Junction as relief on account short of extra men on Union Pacific. Trust our U. P. Brothers will treat him kindly.

Bro. J. A. Price has resumed duty at West Side Junction, nights, and brought back one of the fairest of the fair with him from the sunny South. We wish them a happy journey through life. Bro. Davis, who relieved him, returned to block duty at Sedalia.

Bro. Naffzeiger, transferred from Eagle to Berlin, relieving Bro. Swearengen, who went to Union. Beware of the "Dutch," Naffy.

Bro. E. E. Marr, transferred from First District to Eagle, relieving Bro. Naffzeiger. Trust we will be able to make it pleasant for you, Elmer.

Pay train goes over the road to-day; all the boys are in splendid spirits. Chief Dispatcher Vermillion is making the rounds with the car to inspect his district and keep the boys in line.

Bro. D. S. Sallee, former agent at Eagle, is now working for Union Pacific. We wish him success.

Bro. W. F. Becker resigned at Sprague Street Junction on the 10th. Do not know his present whereabouts. He was relieved by Extra Operator F. J. Whelan.

We understand Bros. Moeser and Sprague of the dispatcher's office, Omaha, are contemplating a fishing trip in the near future. We would like to get in our bid for a few good ones, but this fishing business is so uncertain we do not like to embarrass the good Brothers. However, if they catch more than they want, we would not refuse the overflow as a gift. CERT. 776.

Arkansas Division, South End —

The new steam shovel jobs at Sidell Hill and Gifford have made it necessary to put on a day operator at Benton, as there was too much work for one man. W. Speer from Arkadelphia is doing the work there now, while his father, A. C. Speer, continues as night man. He says he could not get to fish any if he works days.

Opr. Eli is holding down Arkadelphia, nights, since Speer went home to work.

T. N. Holland, days, at Arkadelphia, was off for a few days recently, being relieved by Extra Operator Coyle, who is now doing the act at "UD," Little Rock, nights.

Extra Operator Phipps, from "IC," is issuing out clearances at Malvern nights since the other man left 'em.

Considerable shake up in dispatcher's office lately. Mr. Joseph Munday is chief now, effective April 25, vice L. H. Clawson, resigned. Mr. E. C. Cain, formerly chief, but lately working a trick on north end, has also resigned. Mr. Vic Albeits, for so long holding down second on south end, has resigned and is now talking accident insurance to the boys. He says he is getting fat. He will probably fish a little now for pastime.

H. F. Villars at "CF," Little Rock, is becoming quite proficient as a photographer and is kept so busy in this work that he saw fit to resign the Local Chairmanship, much to the regret of the boys. We may now look for some splendid O. R. T. groups. W. L. Osborn, at Prescott, has been appointed to fill the vacancy until next election.

Missouri Division:—

Scanning this Division from the South we find a solid force at Poplar Bluff—R. S. Wilson, manager; W. M. Bub, as second operator, and H. L. Ramey, as night chief.

At Hendrickson we find G. W. Thompson, agent and Bro. Breirton, nights.

Bro. E. L. Clevenger is the busiest man around Williamsville as agent, and operator, while South-erland holds on nights and gives us some good promises to come in out of the wet.

At Mill Spring is found Bro. L. D. Randol, chief operator, agent, and, in fact, the whole show.

Leeper, Mo., is looked after by Bro. S. B. Allison, who signs reports as agent.

Another solid force at Piedmont—J. H. Tucker, manager, and Colman on nights. Tucker is laying off, relieved by Colman. Can't say who is doing the act nights now.

At Gads Hill we find Bro. H. T. Gibson carrying United States mail, days, with Opr. Riggs, nights. We never learned why Riggs is still on the outside, as he is as close as a clam.

At Annapolis, Bro. W. A. Butler is the accommodating agent and Bro. Says "OS" nights.

Sister M. A. Bisch is always on hand to "copy 3" days, while Bro. Bisch handles the pusher engines at nights at Hogan.

A solid force at Arcadia. Bro. Cy De Mier is proud of the station and entertains the summer guests during the day and Bro. George Curry keeps the pusher engines on the jump at night.

Another solid force at Ironton; W. P. Wemp at the key days, and Immer blocking trains at nights.

Looked out at Middlebrook and sure enough found Bro. A. M. Trauernicht as agent and Germany Seitz saying "Let her go," all night long.

Bismarck, 20 minutes for dinner, if you get there first. The fire cleaned the town of hotels. Bro. E. J. Hitchmann, circuit manager; C. C. Dent on the second; he is using a compass that does not give the right direction. If he will only say the word we will send him an up-to-date compass. Bro. Atkins is night chief, one of the new band boys, and he blows the tuber, too.

At Arondale, W. Martin, an old timer; he says he is too old to get in the band wagon. Heter, night operator. We are too swift for him, so he says; can't catch on. Give us the signal, we will have it stop.

Mineral Point, change cars for Potosi. Bro. H. R. Smarr wears the cap and Miss C. Kendali always on hand nights.

Bro. C. W. Dickey is the whole show at Cadet.

Bro. C. R. Gibson is the accommodating agent at Blackwell. We could not find out who does the night act.

De Soto, my, but the gang are all hustlers there. Bro. T. W. Cheatham, manager, and Bernhardt, second man; could not learn the name of night man. Understand the dispatchers are all "T. D. A." folks, and their names are B. M. Loser, first trick; C. T. Mason, second, and T. J. Hays, third; on south end, with H. J. Hardy, first; J. W. Hopkins, second, and P. G. Walton, third; on north end, with W. C. Morse as chief, and a good one, too.

Mr. W. T. Donnelly, our former chief, promoted to trainmaster. "Nothing too good for the

Irish." He is certainly all right to all who have had any dealings with him. Bro. J. J. Nedwideck is his chief clerk and makes his usual morning collections of "X30" reports.

As we went by Victoria, we learned C. Marsden hangs out as agent, while Mr. Phillips holds the reins at Hematite and Mr. Symonson at Silicas.

We went by Pevely too fast to see the agent.

We found C. E. Geibler at River Side as agent, and some Brother, nights, but did not learn his name.

W. E. Mason wears the cap at Sulphur Springs and Miss K. Bohling keeps things in good order at night.

Jefferson Barracks, Miss Nellie Constant holds forth as agent. The night man was in St. Louis and could not find him.

We made a trip over the Belmont Branch and found Bro. J. T. Parker, agent, at Delassus.

Bro. J. I. Kness at Glen Allen and Bro. Jack Frost, an old married man, at Lutesville as agents. The agent's duties at Fredericktown are looked after by C. A. Cook.

At Allenville, Mr. Farrar transfers the express for the Jackson branch and over at Jackson we find Bro. Fred Symons very busy.

At Delta is a solid gang. Willard, agent; Finlon, day operator, and some Brother, nights.

The "Czar of Southwest Missouri," J. W. Clemson, holds on at Oran.

C. E. Leslie is to be found at Morley.

At Charleston, Bro. E. W. Bissell is handling the sheet, while Mr. Frank is looking after his gold mines in Colorado. Mr. Roy Leslie does the copying act.

Bro. John Paul Jones gets the trains across the River at Belmont, while Bro. McDearmon is joint operator at Columbus, Ky.

P. Harris still runs the factory at Sikeston, and a good one, too.

Bro. F. A. Day sells the tickets at Moore House.

At Dexter we found Bro. B. L. Welker laying off and being relieved by Mr. Stanfill. We hope to teach him to play one of the horns in the great band wagon some day.

Kansas City Section:—

Bro. I. W. Davis, agent at Little Blue, off April 10 to 28 on account of the serious illness of his mother at Lynn, Ind. We learn she has recovered and Davis returns to-day. H. F. Maxwell, night operator, acting agent while he was off; Mr. Garrison relieving Maxwell as night man.

J. A. Trent returned to Lee's Summit, nights, April 11.

W. F. Pomerene transferred to Greenwood, nights, relieving Mr. Stang, who has left the service.

George C. Greenup, night operator Pleasant Hill, off sick April 7 to 16; relieved by Mr. Hardy.

Mrs. Best, day operator Independence, off sick April 9 to 13, was relieved by night man, Bro. Howell, who was in turn relieved by Bro. Wade from Lamonte.

Mr. Speed relieved Bro. Wade at Lamonte.

Bro. W. E. Thomas, agent at Centropolis, is taking 30 days vacation; relieved by Extra Agent McDaniel.

Nevada Section:—

P. J. McGinley, who has been cashier at Pittsburg, Kan., for several years, has been placed at Carthage, Mo., as cashier.

Bro. J. E. Hobart, who has been agent at Yale, Kan., for sometime, now at Pittsburg as cashier. We didn't ever expect to see Hobart back at Yale.

Bro. Seward, who relieved Bro. Hobart, was called home on account of a sick child, Bro. J. H. Taylor relieving him.

Our Division Superintendent, L. L. Keller, while with Superintendent Hardy at Pittsburg about the 1st, was taken seriously ill and is reported to be very poorly up to this time.

Western Division:—

Beginning with springtime, we take a trip northward, leaving the same old gang at "Z" office in Kansas City.

At Kaw Bridge we find R. A. Sullivan, days, and J. B. Hays, nights.

C. R. Cole is found on the jump, days, at Cypress Shops, and G. L. Carpenter doing the act nights.

Kansas City, Kan., "WY," is kept alive by Adam Bruc, days, while W. E. Bullis keeps things moving at night.

Mrs. Fannie Hequemberg graces the premises at Nearman, days, while J. B. Thompson holds down the table nights.

A. W. Nelson is everything at Connor.

At Leavenworth Junction we found M. Williams busy selling tickets and telegraphing, days, with H. J. Hopley keeping watch at night.

Leavenworth is looked after by J. H. Hill in day time and H. L. Stanfill comes on with the darkness.

Miss Annie Quigley keeps everything charming around Oak Mills as ticket agent and operator.

We passed over this division too fast to flag the boys, and as there are a good many recent changes cannot say if all are up-to-date, but most all are.

Arriving at Atchison we stop over a day and take in the whole works. At "XN" office, Union depot, we found Sam Scawmel holding forth days and Chic Cochran nights.

In the tower yard "OY" office, we located Olive Olson on the jump days and J. F. Brooks on the lookout by lamp light. At the upper yard, "S" office, R. C. Clapp was found to be very busy during the day time, so much so he had to resign the Local Chairmanship. J. Repstine holds forth at night.

At "CB" office we noticed a little change from last report. L. F. Akers, manager, and Opra. H. C. Overton and J. J. Johnson, days, with J. J. Daniels on nights.

There have been some changes at "DS" also. E. H. Holden was found in the chief's chair, J. F. Ganaway and J. L. Robinson, both being set up a trick, and S. A. Whitely holding down third.

We missed "B" at "UN" office. Haven't heard him for a few days. You never hear a cross word on the wire from the night man. Reese is a jolly good boy.

You can hear that familiar name, Baylor, signed to "9's" at South Omaha now.

We are glad to learn that Dickerson's health is improving rapidly now and he will be the same old Dick at West Side Junction.

S. N. Patterson of Plattsmouth, Neb., was off for two days' visit with his folks in Kansas City. He says it was his folks, but you know how it is.

Willis Wright, at Mynard, Neb., is still an old, good-looking bachelor, girls.

We are sorry to hear of H. R. Wills leaving Division No. 31. Harry has been agent at Union, Neb., for 14 years, and is an all-round good fellow, a staunch O. R. T., as well as one of the best agents the Missouri Pacific has on the north end, and the Division loses a good man as well as the Missouri Pacific, when Harry leaves, but we wish him all the success in the world in his new home in the State of Washington.

J. E. Banning has gotten back to work at Union, Neb., after a spell of sickness lasting about two weeks.

There is the biggest, fattest and jolliest Dutchman at Wyoming, Neb., you ever saw.

"MC" is still days and "RO" nights at Nebraska City. We understand W. A. Scott, agent at Paul, Neb., has purchased an implement store and is making all kinds of money now. That is the stuff, Scott, go after them.

Frank B. Reeves is still pounding brass at Julian, Neb.

R. C. Fry is working every day and Sunday, too, at Auburn, and Barrett does it all night long. These are two good operators and both red hot O. R. T. boys.

The old agent, Morrow, at Howe, Neb., was transferred this month to Eagle, Neb. D. S. Hinds, formerly clerk at Stella, Neb., is now wearing the agent's cap at Howe.

S. P. Hinds and C. A. Petty, two red hot O. R. T. men, are doing the work at Stella now.

T. E. Walker is getting along nicely as agent at Verdon, Neb.

Tom Sanders and Hunt are the men at Falls City. Say, Tom, can't you do something with "H"?

Delbert Sallee has left the Missouri Pacific and is now working for the Union Pacific at North Bend. Sorry to lose you, "DS."

S. A. Noffziger, our old night man at Weeping Water, has been raised to agent at Berlin, Neb., and H. T. Wilson is now giving "Old Shoes" his orders at "NE."

K. C. S. W. and C. O. Grove Divisions:—

Bro. W. E. Thomas, the popular agent at Centropolis, is laying off and being relieved by Extra Operator Mr. W. H. McDaniel.

Several changes made at Osawatomie on April 1 and you will find the following gentlemen there now: Mr. A. Debernardi, superintendent, vice Mr. J. M. Herbert, promoted to general superintendent of St. L. I. M. & S. Ry.; Mr. E. J. Ward, division superintendent, vice Mr. W. L. Dunaway, resigned. Dispatcher Stewart is sick and Wire Chief Swartz is working his trick like an old timer, while Operator and Clerk Post from depot, Osawatomie, is acting wire chief. Mr. Post is in turn relieved by Night Operator Kempt, from yard office. Can't say who relieved him.

Bro. J. M. Sturn, agent, Pomona, is taking a few weeks off and being relieved by Extra Operator Mr. C. O. Dowden from Sedalia.

Mrs. J. B. Havens, agent at Miller, is going to resign soon, I understand, and Bro. W. H. Long, night operator at Osage City, goes there as agent. This will leave a vacancy at Osage City and I hope some good Brother now working on block will get it. It is one of the best night jobs on this pike.

Sister M. A. Williams, agent at Comiskey, was off a week commencing the first of the month. Extra Operator Mr. H. W. Andrews had care of station during her absence.

On the 2d of April, Aliceville, on K. & A. Division, opened as a telegraph office, with Opr. Hunter from Westphalia as agent.

Mr. W. B. Parrott, the popular line man from Osage City to Geneseo, left us on April 1. He is now located at Pacific, Mo., on main line, which I "13" is one of the best paying jobs on the road. Success to you, Polly. Lineman Wolfe relieved him. CHAT. No. 36.

MARRIED.

On Tuesday, April 30, 1901, Bro. Thomas W. Barron was united in matrimony to Miss Hallie England of St. Louis, Mo. They are now enjoying a short trip among the mountain scenery at Colorado Springs and elsewhere. Division 31 is unanimous in extending hearty congratulations and well wishes for a happy and prosperous life and hope that the lady of his choice will join him in his good work for right and justice, and that Division 31 will not lose any attention in the deal.

NOTICE.

All members who have changed their address in the past 60 days will please notify the secretary and treasurer accordingly.

Please do not overlook this, as it is causing a great amount of correspondence, both in the office of the Grand Secretary and Treasurer and for myself to get you located.

R. C. MCKAEN,
G. S. & T., Sedalia, Mo.

Our general secretary and treasurer advises recent addition to the Division's membership as follows:

S. N. Patterson, H. A. Schuler, J. A. Weaver, G. O. Agee, A. D. Rose, Arthur Jackson, Frank Clements, all new in the cause, and J. A. Franklin, J. S. Bell, Sim Burke, W. P. Coffee, J. B. Wells, Fred Stanton, W. McCrea, G. H. Darman, J. R. Brown, R. B. Windsor, G. W. Perry, who come to us by transfer. We are glad to note so many locating with us from other Divisions.

We should all get down to work now, as our representation at the next biennial convention is based on the number of members on June 30. As the statutes provide for the division of membership into representative districts it is quite likely the sections where there are the most members will get the best representation. Now, all get to work and try to get the center of representation in your district. Is your nearest neighbor a member of this Division or of some other? Is he up-to-date? Or is he a "non"? If so, why? Can you answer for him? With compliments of the Division,

DIVISION CORRESPONDENT.

C. & N. W. Ry.

Madison Division:—

As the country correspondent to the county paper would put it, "News is scarcer than hen's teeth" in this district. Either there is nothing doing or we don't hear of it. Now, if some of you other members would come around once in a while with a batch of items of general interest, we could have a mighty good showing in our monthly journal each issue. Anybody that takes an interest in the Order send in any items of interest you can pick up, either to Bro. Ransom, who will see that they get in print, or else direct to Bro. Perham, who can blue-pencil them at his will. A good letter each issue, no matter who the contributor, serves to keep the boys in touch with each other, and keeps alive a healthy interest in the goings on of the Division. Let's hear from more of you.

It was our pleasure to enjoy a visit from Bro. Ransom quite recently. Charley looks as fine as ever, and is a hustler for the O. R. T. Come again.

Bro. Paul Hackbert of Fort Atkinson has left for the wild West, where he expects to hook on to a job rustling cattle or else pounding brass. Same thing.

Mick Ehr, a former Madison Division boy, is now chasing cars at Oshkosh on the Wisconsin Division.

Mr. Cooper, another Madison Division lad, is also at Oshkosh, doing the copying for O. E. L., and Jack Rice and Billy Johnson, also of this pike, are dispatching at the same stand.

Frank Noonan, agent at Helenville, has been enjoying a few days' vacation, his place being filled by Billy Himmler, who in turn was relieved at Reedsburg by W. Packham.

Johnnie Faller, who has been at Baraboo the past couple of weeks, busy holding her hand, is again sleeping nights at Fort Atkinson.

Roy Rabist of Jefferson is now holding down the owl job at Neenah.

Fred Cise of South Baraboo fame, is now agent at Layton Park, J. C. Stephens having resigned to accept a better place.

Marvin Patterson, one of our trick men, was riding over the road the other day renewing acquaintance with the boys. Pat is all right. Wish there were more like him.

We had the pleasure of shaking hands with Clarence Trestrail a few days since while on his way to see his brother, Bob, at Minneapolis. "CA" is now holding a good thing at "FD," dispatcher's office, in Chicago.

I. Mathews, who was acting as clerk in the trainmaster's office at Baraboo, is again assisting Agent Adams at Caledonia, Reid Worthman taking the clerk's place and Ole Johnson going from Caledonia back to his old love at tower "EA."

Angy Syverson, formerly of Norwalk, is now at Fond du Lac on Wisconsin Division, and Joe Timby, a former Lodi slinger, now tends to business at Mayfair.

Opr. Bennett, former night man at Kendalls, has quit to go on a farm his father presented him with. Wish some one would give us a farm.

Jake Jacobson, for some time extra on both Madison and Wisconsin Divisions, is now smiling his sweetest at lady customers in a dry-goods house at Racine and hypnotizing all the pretty salesgirls.

Eddie Boehm, one of Mr. Layden's best extra agents, who was at home for a couple of days, is now at Fennimore, relieving the agent.

Mike Stitgen has been performing the arduous duties incumbent on the day man at Jefferson Junction, while T. E. Warner was off a few days watching his wife blow in his hard-earned coin in various department stores in Milwaukee and Baraboo.

Don't forget to order that new uniform, boys.

We wondered what caused the broad smile on the face of our assistant superintendent, H. Bottin, lately, but just learned that its a fine girl come to board at his home.

W. H. Whalen, for some time foreman in the shops at Baraboo, has been promoted to assistant superintendent on the Wisconsin Division on the Sheboygan & Princeton line.

Several boys from our Division are working on the Wisconsin Division for a month or so during the grain season.

Miss Jessie Goyland, manager of the city office at Baraboo, was a visitor in Chicago for a few days recently, being relieved by Michael Stitgen.

CERT. 376.

Trenton Division, No. 85.

Our smoke-up of the 19th was on C. T. Bole. Eight packs of Soger Boy disappeared and 24 home rule pipes met their fate. Twelve applications for membership were presented and committees appointed. Two candidates for membership were present and did the act. That's the way to do it, boys; the individual effort counts every time. Keep up the good work and eventually we will find that things are in good running order on this finely equipped Division.

"Handsome" Eddie and "Messenger Boy" were a trifle late, but looked happy. Jack took them along to the dry-goods store to inspect his finery and there was no back door nor nothin', an' that ain't no lie, nuther.

Our C. T. looks quite gentle since he lost his shrubbery. His rendition of Thomas B. Reed a la basso profundo was unique.

MARRIED.—C. R. Carty of Bristol to Miss Laura Bell, daughter of Engineer Joseph Bell of Bristol, on Wednesday, April 24. Bro. Carty will live at North Penn, Philadelphia. We all smoke.

Still another:

E. L. Duer of Trenton Junction to Miss Nellie Harbout of same place, on April 16. Congratulations, Brother.

Charles Parker of Bristol has also left us for Kansas City. Bro. Parker, for several years, was second trick man at Bristol tower and is a rail-

roader of the first order. We "13" he will locate in May. His many friends wish him well.

Our secretary, N. T. Bryson, has been transferred to day trick in yardmaster's office, Trenton. Bro. J. K. Raub of Chestnut Hill, to 11 p. m. trick at "BD." Bro. Charles Barwis, day trick, at Chestnut Hill.

By the rules of the clock, we are entitled to two representatives at next convention.

Jersey City Terminal Notes:—

A "head-on" occurred on the Susquehanna last week.

Jo Rahealy and his new bike failed to connect on passing point at "RS." Net result, a miniature Cyrano de Bergerac at "DS."

Train Director Carson, "A" tower, resumed duty April 9, after a vacation of 40 days spent in the Woolly West. He came near landing in San Quinton, it seems, not having his bill of health certified to. Our friend, the Quaker, held his job down creditably.

Our Ozark egg-plant at Marion is still trying for his corner on the egg market. You may get there yet, Bob.

Well, our next regular meeting, and a very important one, mind you, is on the afternoon of May 17.

DIVISION CORRESPONDENT.

St. Louis Division, No. 2.

The smoker and open meeting for telegraphers given by our Division on the night of April 15 was a decided success. Over 100 non-members as well as a goodly number of members were present and a generally good time was had.

Interesting talks were made by Bro. H. B. Perham, Grand Secretary and Treasurer; Past Grand Chief Bro. A. D. Thurston and others.

Among the visiting telegraphers could be found one or more from nearly every office in the city, as well as East St. Louis and other near-by places.

Great enthusiasm was manifested by all present and as a result of the meeting we expect to enroll between 50 and 100 new members within the next 30 days.

DIVISION CORRESPONDENT.



Grand Division

THE ORDER OF RAILROAD TELEGRAPHERS.

FINANCIAL.

Receipts April 1st to 30th, inclusive	\$3,206 03
Disbursements	3,672 47

MEMBERSHIP.

Members in good standing April 1st, 1901	13,803
Initiated in April	392
Total	14,195

MUTUAL BENEFIT DEPARTMENT.

Assessment No. 26 is due on May 1, 1901. Time for payment expires June 30, 1901.

BENEFITS PAID DURING APRIL, 1901.

CLAIM NO.	NAME.	CAUSE.	DIV.	CHRT. NO.	SERIES.	AMT.
58	E. D. Hansell . .	Tuberculosis . .	Grand . .	2829	B . .	\$ 500
59	E. R. Benoist . .	Typhoid	7	3506	A . .	300
60	J. C. Hequembourg .	Pneumonia	31	1274	C . .	1,000
61	Theo. Creek .	Malignant Growth .	23	1566	A . .	300

FINANCIAL STATEMENT MORTUARY FUND.

RECEIPTS.

Received on Assessment Account to March 31st, 1901	\$59,377 61
Received on Assessment Account, April, 1901	1,642 19
	<u>\$61,019 80</u>

DISBURSEMENTS.

Death Claims paid to March 31st, 1901	\$32,200 00
Death Claims paid in April	2,100 00
Assessments refunded, account rejected applications	186 45
Assessments transferred to dues, account rejected applications	8 45
Cash on hand to credit Mortuary Fund, April 30, 1901	26,524 90
	<u>\$61,019 80</u>

H. B. PERHAM, *Grand Secretary and Treasurer.*

THE RAILROAD TELEGRAPHER.

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NO. 2, ST. LOUIS, MO.—Meets 1st and 3d Monday each month, at 8 p. m., Hall No. 4, I. O. O. F. Building, Olive St., between 8th and 9th Sts., St. Louis, Mo. L. W. Quick, Chief Telegrapher, Room 918 Fullerton Building, St. Louis, Mo.; C. P. Comer, S. & T., 918 Fullerton Building, St. Louis, Mo.

NO. 3, HARRISBURG, PA.—Meets 1st Wednesday evening at 8 o'clock, and 3d Thursday morning at 8:30 o'clock each month in Ensinger Building, corner Third and Cumberland sts., Harrisburg, Pa. E. L. Zimmerman, Chief Tel., 1611 N. Sixth st., Harrisburg, Pa.; E. C. Miller, S. & T., 625 Dauphin st., Harrisburg, Pa.

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NO. 8, BUFFALO, N. Y.—Meets 4th Thursday each month at 8 p. m. at lodge room, corner Fillmore av. and Clinton st., Buffalo, N. Y. W. O. Jackson, Chief Tel., 700 Prospect av., Buffalo, N. Y.

NO. 9, NORTH VERNON, IND.—Meets 3d Saturday of each month at 8 p. m. at K. & L. of H. Hall, Fifth st., North Vernon, Ind.; G. J. Bernhart, Chief Tel., Moore's Hill, Ind.; J. E. Hudson, S. & T., Hayden, Ind.

NO. 10, KNOXVILLE, TENN.—Meets 1st Saturday night of each month at K. P. Hall, Depot st., Knoxville, Tenn.; W. L. Webster, Local S. & T., McMillan, Tenn.

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- Tel., Gardiner, Me.; B. A. Brackett, S. & T., 10 Merrimac st., Bangor, Me.
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- NO. 13, WEST SUPERIOR, WIS.—Meets 3d Sunday of each month, at 8 p. m., at Ritchie Hall, 806 Tower av., West Superior, Wis. D. A. Short, Chief Tel., 1620 Oaks av., West Superior, Wis.; D. A. Short, S. & T., 1620 Oaks av., West Superior, Wis.
- NO. 14, ROANOKE, VA.—Division covers the Norfolk & Western Railway System. Meets subject to call of Chairman. C. E. Layman, Gen'l Chairman, Troutville, Va.; T. H. Lankford, Gen'l S. & T., Cloverdale, Va.
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- NO. 16, NIAGARA FALLS, ONT.—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. m., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. A. J. Broderick, Chief Tel., Niagara Falls, Ont.; B. Knight, S. & T., Niagara Falls, Ont.
- NO. 17, BALTIMORE, MD.—Meets 3d Friday of each month at 205 Fayette st., Baltimore, Md. Q. A. Geise, Chief Tel., Union Station, Baltimore, Md.; J. B. Finnan, S. & T., General Delivery, Baltimore, Md.
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- NO. 53, Southern Pacific System Division covers the Southern Pacific Railway lines. Meets at 8 o'clock p. m., in the lodge room, No. 900 Market st., Pythian Castle, San Francisco, Cal., 2d Saturday each month, Local Chairman W. E. Davidson of the Western District presiding, and 4th Saturday of each month, Local Chairman F. G. Wetzel of the Coast District, presiding, and the 1st Tuesday of each month at the residence of L. N. Buttner, Port Costa, at 8 p. m., Bro. Buttner presiding in the absence of all members of the Local Board for the Western District. George Estes, Gen'l Chairman, room 225 Parrott Building, San Francisco, Cal.; B. A. Meyer, Gen'l S. & T., Ocean View, Station L, San Francisco, Cal.
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- NO. 56, QUINCY, ILL. — Division covers the Omaha, Kansas City & Eastern and the Omaha & St. Louis Railroad. Meets subject to call of Chairman. H. M. Davis, Gen'l Chairman, Blanchard, Ia.; J. S. Burkhard, Gen'l S. & T., McFall, Mo.
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- NO. 60, SALT LAKE CITY, UTAH—Division covers the Oregon Short Line. Meets subject to call of Chairman. A. E. Beamer, Gen'l Chairman, Kemmerer, Wyo.; W. A. Hawk, Gen'l S. & T., Melrose, Mont.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blais, Chief Tel., Caucapscal, Que.; R. A. McMillan, S. & T., Eel River Crossing, N. B.
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- NO. 64, LEVIS, QUE.—Meets 4th Friday of each month at 8 p. m. at Terminus Hotel, Levis, Que. J. H. O'Hebert, Chief Tel., Maddington Falls, Que.; F. Samson, S. & T., St. Valier, Que.
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- NO. 69—OGDEN, UTAH—Meets 2d Wednesday in each month at 8 o'clock p. m. at Johnson's Hall, Ogden, Utah. L. Rosenbaum, Chief Tel., care U. P. Tel. Office, Ogden, Utah; C. N. Custead, S. & T., 2061 Madison st., Ogden, Utah.
- NO. 71, OSKALOOSA, IOWA — Meets 3d Wednesday in each month at 8 o'clock p. m., at Oskaloosa, Iowa. L. P. Ballinger, Chief Tel. and S. & T., Lacey, Iowa.
- NO. 72, ST. JOSEPH, MO.—Meets 3d Tuesday of each month at 8 p. m. at 623 Mount Mora Road, St. Joseph, Mo. H. E. Trader, Chief Tel., St. Joseph, Mo.; W. E. Reese, S. & T., Box 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Saturday of each month at 8 p. m. on the 4th floor Odd Fellows' Hall, Broadway. Mauch Chunk, Pa. Hon. J. N. Weiler, Chief Tel., Lock Box 17, E. Mauch Chunk, Pa.; Eugene E. Ash, S. & T., Box 385, Mauch Chunk, Pa.
- NO. 74, ELIZABETH, N. J.—Meets 2d Saturday, 8 p. m., each month, in Star Theater Building, East Jersey st., near Broad st., Elizabeth, N. J. A. K. Gerry, Chief Tel., 125 Broadway, Elizabeth, N. J.; M. H. Shafer, S. & T., 626 Monroe av., Elizabeth, N. J.
- NO. 75, MACON, GA.—Meets 2d Sunday each month at 3 p. m., S. W. Cor. Mulberry st. and Cotton av., Macon, Ga. J. W. Perry, Chief Tel., Forsythe, Ga.; J. P. Mercer, S. & T., Macon, Ga.
- NO. 76, CHICAGO, ILL.—Division covers the entire Chicago & Northwestern Railroad. Meets subject to the call of Chairman. W. B. Young, Gen'l Chairman, Roscoe, Ill.; C. A. Ransom, Gen'l S. & T., Roscoe, Ill.
- NO. 77, DENVER, COLO.—Meets 2d Friday evening in each month at A. O. H. Hall, 1536 Lawrence st., Denver, Colo. L. D. Grace, Chief Tel., 354 Equitable Building, Denver, Colo.; C. M. Hurlburt, S. & T., Room 50, Union Depot, Denver, Colo.
- NO. 78, BOSTON, MASS.—Meets 2d Tuesday evening each month at 8 o'clock. Thomas Nelson, Local S. & T.
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- NO. 84, CAMDEN, N. J.—Meets 2d Monday at 7:30 p. m. and last Sunday at 1:30 p. m. of each month at Central Hall, S. W. Cor. Fourth and Arch sts., Camden, N. J. T. J. McCabe, Chief Tel., 827 Penn st., Camden, N. J.; W. S. Cafferty, S. & T., 28 West Cedar av., Merchantville, N. J.
- NO. 85, TRENTON, N. J.—Meets 1st and 3d Fridays at 8 p. m. at Concordia Hall, 33 West State st., Trenton, N. J. J. J. Boles, Chief Tel., 210 Fifteenth st., Jersey City, N. J.; N. T. Bryson, S. & T., 53 Yard av., Trenton, N. J.
- NO. 86, ALTOONA, PA.—Meets 2d and 4th Saturdays of each month at 8 p. m., at I. O. O. F. Hall, Twelfth st., between Tenth and Eleventh avs., Altoona, Pa. J. W. McCoy, Chief Tel., Kipple, Pa.; D. A. Keirn, S. & T., Cresson, Pa.



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THE COLLEGE LINK RAILROAD TELEGRAPHER



Vol. XVIII
No. 6

PUBLISHED AT ST. LOUIS, MO.
BY THE ORDER OF
RAILROAD TELEGRAPHERS

June
1901

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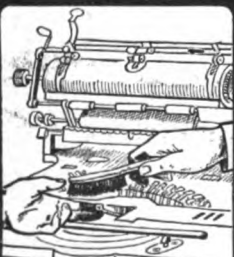
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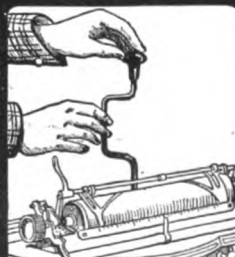
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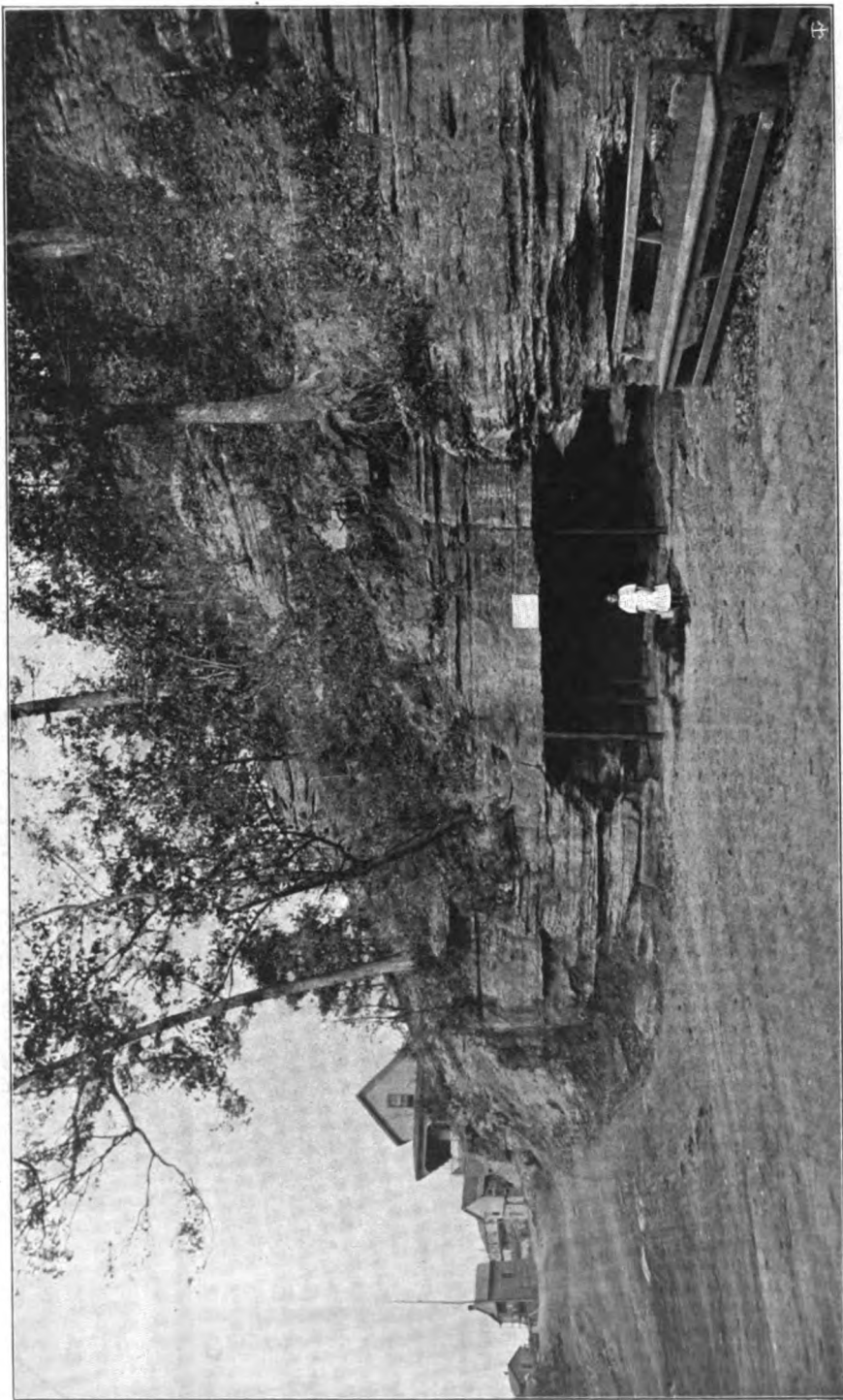


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A GLIMPSE AT EUREKA SPRINGS, ARKANSAS.
Courtesy of the St. Louis and San Francisco Railroad.

JUN 19 1901

THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.

H. B. PERHAM, EDITOR.



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EDITORIAL

THE SCHWAB IDEA.

SOME of the utterances attributed to Charles M. Schwab, president of the United States Steel Co., before the Industrial Commission, recently, are in the nature of a challenge to union men, and from the comments they have brought forth in the labor and reform press, Mr. Schwab has had an excellent opportunity to acquire some very useful information, as well as to learn of the estimation in which he and his class are held by those who do the world's work.

He is reported to have said in part:

"Great industrial combinations, like the United States Steel Co., doubtless decrease the chances of the iron and steel maker with a limited amount of capital to make his way, but they give to the man with brains the best opportunity this world has ever known. The great captains of industry are not looking for money. There is plenty of that. What they want is brains, specialized brains, brains that are capable of taking hold and carrying out the plans for which they furnish the capital.

"The man with exceptional ability is the man for whom everybody is seeking. His

is the opportunity now eventually to own and direct these great organizations.

"The man with small capital, unless that capital is united with this ability, is powerless except in a small way. The country is being ransacked for brains, brains, brains."

This is captivating, but superficial. It is true that there are great opportunities for specialized talent, but the opportunities for its use and development are not furnished nor fostered by the trusts. It is true that amalgamated corporations offer splendid rewards for men of specially trained capacity. But skill and capacity have received recognition before these amalgamations were ever thought of, and the possessors of these advantages do not always relish being "hired men," a contingency that the trusts are forcing upon them. The opportunity for anyone owning a business of their own decreases in exact proportion as the trust idea progresses.

If the trusts were anything else but a phase of the transitory period between private and public ownership of wealth-producing functions, there would be genuine cause for alarm, when considering the pres-

ent tendency of capital towards amalgamation. In the steel manufacturing business it takes labor of the most strenuous kind to create wealth, and those who perform the labor are, of course, the most important men in the business, the other fellows being mere bystanders. Some of these workers in steel take off most of their clothing when pursuing their chosen avocation in order that they may endure the intense heat, and some even carry wet towels in their teeth wherewith to cool their skin when scorching.

Without such hard work and disregard of physical comfort, Mr. Schwab would not be in the steel business, enjoying a princely salary, nor would he perhaps be lecturing to young men occasionally, and telling them how to make a success of life. If Mr. Schwab would get more intimately acquainted with the men who actually do the work for the United States Steel Co. he would be surprised at their intelligence.

Their principal shortcoming (in common with other working people) lies in their not having as yet discovered a method of obtaining for their own use and benefit the product of their labor, and, what is worse yet, a considerable number of them are satisfied when they receive a small part of it in wages.

Of course, Mr. Schwab, whose wonderful abilities are so signally recognized by the steel trust, is in favor of the organization of capitalists, but utterly opposed to the organization of working men. Here is part of what he is reported to have said in regard to that question:

"The question of organized labor is not a question of wages. It is a question of more vital importance. It is a question of administration, of running your own works in your own way. I have nothing to do with labor organizations, but if I was a working man, and I was at one time, I would not belong to a labor organization. They put all men on the same level. If I was a bright, alert, competent man, I would not be put in the same class with the poorest man. Organized labor means that no one man can advance unless all the others advance."

As Mr. Schwab is generally credited with receiving the highest salary of any hired

man in the world, the feeling of superiority evidenced in that is excusable. But such a shrewd piece of humanity ought to be able to conceal the fact that he is a Philistine. If a man is deficient in liberal culture and devoid of appreciation of the nobler aspirations and sentiments of humanity, why not conceal such a defect? There are plenty of men who will say that after such an expression of opinion he is not fit to unlatch the shoestrings of a workingman who devotes his spare time and his hard-earned money to the betterment of the condition of his less skillful and less fortunate fellow worker.


The doctrine he preaches means the extraordinary development of a few and the hopeless degradation of thousands; the creation of a few millionaires and overcrowded prisons and insane asylums.

He is the blossom of an evil growth, the culmination of commercialism up to the present time.

Money never could, and cannot now, develop all that is best in man. Gray's *Elegy* was not written for the sake of a monetary reward, neither was the best in sculpture, painting, music, literature, or anything else of true importance brought forth for the sake of a salary. Railroad men, sailors, fire-laddies, and the like, do things every little while that show to the world that they have other motives of action besides money getting.

Approbation of one's fellows is the great and only incentive to any good action. Actions in which money is the sole object are invariably bad.

SHOULD UNION MEN JOIN THE MILITIA?

 DURING the recent troubles in Albany, N. Y., between organized labor and organized capital, as represented by the street car people, feelings of intense resentment and indignation were aroused because of the action of the militia in shooting a couple of prominent citizens, who were innocent bystanders.

There was nothing particularly to be surprised at in that incident, for similar things have happened before when the militia were called out to aid employers of labor in some

high-handed proceeding. Everybody regrets the occurrence, but if it had been strikers who were shot perhaps not so much would have been said about it. It must seem all right to some people to shoot strikers, or the military arm of the State would not be called on so often to take part in a labor dispute.

The street car men won their strike, all excitement has been allayed, and there will be no better time than the present to look into this militia question from a union standpoint.

As a general thing, these militia companies are composed of young men who are looking for fun and excitement and who are totally ignorant of the cause and effect of their taking arms against their fellow citizens. They carry some misty notions about being defenders of the State and supporters of law and order, but in most cases have never stopped to think about the question as to who they are defending the State against.

In almost every case where the militia have been called out, it has been at the instigation of the employing class to aid and assist them in keeping working people in subjection. Of course, the formalities of law are gone through, and the Sheriff appeals to the Governor, but invariably before such a course of action could be justified by what had already taken place: it is usually through fear of what might happen on the part of the employes, and an exercise of doubtful discretionary power on the part of the Sheriff.

The past actions of the militia have caused certain capitalists to remark that they can hire one-half of the people to shoot the other half.

These and similar things being well known to union men, have caused them to shun the militia, and some unions have actually enacted by-laws that will cause any of their members joining militia companies to be expelled from the union.

To pursue such a course may seem the proper thing at first blush, but a sober second thought will disclose that it is anything but statesmanship.

The value of military training to the working people under existing circumstances is simply beyond calculation.

Here is a chance to familiarize themselves with the Manual of Arms and Military Tactics that they deliberately throw away and allow the enemy to seize.

Working people should reserve to themselves every possible advantage, and when they allow their adversaries to monopolize military training, arms, ammunition, camp equipage, armories, Gatling guns, and all the other paraphernalia of war, they are certainly not conserving their own interests, they are simply playing into the other fellow's hands.

During the great miners' strike in Cripple Creek, Colo., in the year 1894, thousands of deputy sheriffs were sworn in, in Denver, Pueblo, and other places remote from the scene of trouble, and were unlawfully armed and assembled to engage the miners in battle. The State Militia, mainly composed of union men, intervened and kept the peace, with the result that the miners won the concessions they were contending for. It is fair to suppose that the result would have been just the opposite if the militia had been composed of reckless, ignorant non-union men.

From this it would seem that unions should withdraw their objections to their members joining the militia, and rather encourage them to acquire military training, with the sole object of maintaining the peace and preventing bloodshed in case of a strike. It would be the means of making strikes more effective and take from grasping avarice its most effective weapon.

TYPEWRITTEN TRAIN ORDERS.

AT a regular meeting of the Rocky Mountain Railway Club in Denver, recently, Mr. C. A. Parker, Superintendent of Telegraph, Denver & Rio Grande Railway, read a paper in regard to the advantages to be gained by receiving train orders on the typewriter. He said:

In this age of progression, I see no good reason why train orders should not be copied on the typewriter safely and thereby make a much neater, plainer, and more readable order, that there could be no excuse for misreading.

It is very seldom you see a business letter nowadays not written on the typewriter.

Why? Because it is an improvement over the pen, cheaper, and better. A typewriter will write 12 to 20 ordinary letters in an hour that would take at least two and one-half hours to write out with a pen. The recipient of typewritten letters will read them in one-half the time it would take to read them if written with a pen.

Typewriting was not permitted in copying messages a few years ago, as it was thought errors were more liable to occur than with pen-copy, whereas to-day to do first-class message work it is considered necessary to be a machine operator, and the two principal commercial telegraph companies both require machine work, as do a great majority of the railroads in their main offices, and it is considered safe and reliable.

As typewritten work is an improvement over pen work, so would it be an improvement over that done with a stylus in copying train orders. The dispatcher is always in a hurry when sending an order, although the rules forbid his rushing the operator, as a matter of safety, especially on train orders, although he usually attains such a speed that operators are rushed to follow them in copying; whereas, with the typewriter, he has ample time to copy at a third more speed than with the stylus; then, in copying with a stylus, the first copy is often badly torn and cut, and it is with great care he holds it in place and possibly cannot use it at all; whereas, with the machine, he has one of the best copies at first.

Then, again, operators constantly using the stylus and making several copies tire out and suffer from cramps in the hand; whereas, with a machine, he makes more copies with less exertion and more care, and the work is much plainer.

An operator can make twice the number of copies on the machine at one writing, and easier than he can with the stylus.

A much longer order can be put on one blank in readable shape than with the stylus, six or eight slow orders can readily be put on one order blank. A schedule over a division can be put on one blank in good, readable shape.

There surely can be no question but that a typewritten order is much plainer and less liable to be misread than one written with a stylus.

It is my opinion that an operator is less liable to err in repeating a typewritten order than one written with the stylus, for the reason that he follows the copy more closely than he does when written with the stylus, for then he depends on his memory more, and is more apt to repeat something not put down than when he is following a machine copy, for he sends from the copy and watches as a proofreader would for a wrong letter or word, and when copying on the machine he can keep closer up to the sending, and is less liable to leave words out than when copying 10 or 12 words behind the sender.

I have heard a number of people say, if you had good machine operators, it would be all right, but the average operator does not use the typewriter as well as the pen, if at all.

I do not wish to compare their work. I understand it takes a good operator to copy typewritten orders in order to do it carefully and right, but that is what we are, or should get down to be—efficient and progressive.

Then, again, it has been said an operator is liable to strike the wrong key and make a wrong letter and have to re-write the order. He is required to do the same thing if he errs in writing with a stylus.

It would be advisable in using a machine to adopt a different style of manifold blanks, which would be better adapted for machine use than some of the blanks now in use.

As this paper gives an official's views on the subject, it will be a matter of interest now to hear from the telegraphers on the question.

A STRIKE THAT PAID.

THE strike that occurred last May with the street car men of Albany, N. Y., was a brilliant victory for the men. The press of the country for some reason not plainly apparent, are trying to make it appear that the company came out on top and the men were defeated. It is altogether likely that this is on account of the buoyancy of the labor movement, and the evident desire of the working people to share in the general prosperity what the employing classes have been talking about for sometime past, while others do not want them to participate. The

following excerpt from the New York *Journal* will give an idea as to how the incident is regarded by those who were most interested and whose words can be relied upon:

Tables of "strike losses" from Albany quote the street car employes of that city and Troy as losing \$17,000 in wages during the past two weeks. But the fact is, that the strikers' stand for rights and better wages has won for them during the term of the three year contract just signed with the United Traction Co. an aggregate increase of \$150,000.

The advance granted by the company gives each man one and one-half cents per hour, or about \$1 per week, more than he was getting before the strike. There are 900 of them, and it is modest to estimate \$1,000 a week added to the pay rolls of the railroad, including Sunday work and time beyond 10 hours a day.

Every member of the Street Car Men's Union knows what his yearly dividend will now be on an investment of 50 cents a month for dues to the organization, notwithstanding the efforts of statisticians who spread tables of figures before that member to show what he has "lost" by the late strike.

He really gets a little over \$4 a month for 50 cents, or \$52 a year in return for \$6. It is a profit of more than 400 per cent and will net the 900 members of the union \$150,000 in three years, if the company keeps its agreement.

The Albany strike was a great success, in more ways than a mere gain in wages, and it is the only battle in many years won by union labor against a street railway corporation in the East.

President Sheehan said to the Evening *Journal* representative:

"It is an important and lasting victory. We have secured the uniform rate of wages at 20 cents an hour, for which we have steadfastly contended; the men who took our vacant places will be discharged, no member of our unions will be discriminated against because of his part in the strike, and we have a compact organization recognized by the company."

Lawyer Woollard, who has earned distinction by long experience and success as the special counsel for the Albany Federa-

tion and other labor organizations, and who represented the strikers in last week's negotiations for a settlement with the Traction Company, said:

"It is the greatest victory for organized labor ever known in this part of the country."

STABILITY OF TRADES UNIONISM.

MANY schemes for the betterment of the working people have been devised at different times, but none have the vitality that is displayed by the old-fashioned union.

It may be accounted for in the fact that unionism, while teaching men the truth and pointing out many ways of advancement, also puts a few dollars in their pockets from time to time, and incidentally protects them from unjust usage, that, without the unions, they would be powerless to prevent.

Most of the new plans devised for the benefit of the wage earner prove themselves to be infeasible, no matter how alluring they may seem in the first place.

Men will continue to form co-operative associations composed of men who are not qualified co-operators, often admitting to membership those who may be classed as narrow-minded individualists, whose hearts are filled with suspicion of their fellows. Socialists will continue to think that the world is keeping pace with their investigations, only to find out when it is too late to prevent loss and disappointment, that the great, pulsating world has not progressed to any perceptible degree along such lines.

Membership in a union means a small measure of self-abnegation, even if it consists only of finding the wherewithal to pay dues and assessments, and who can deny that the great majority of wage earners avoid the union simply on that account? This consideration alone shows the immense distance between the ideal and the real.

It may be safely premised that the working people of the United States and Canada will do the same as the working people of England, Ireland, Scotland and Wales have done. That is, form themselves into compact trades unions and eventually co-operate on a larger scale by going into a business

partnership on a profit-sharing basis. Trades union affiliation causes working people to become more intimately acquainted than they otherwise would, and they soon learn who is to be trusted and who not. The co-operative associations of Great Britain, both distributing and manufacturing, are manned by men who have had a lifetime of union training, and the transition from one form of co-operation to another is very easy indeed.

The advanced socialist sneers at such a semi-capitalistic scheme in the same spirit that some of them deride the efforts of the unions, but as the union is the one potent factor in advancing the interests of the working people, as against all others, so is the co-operative association another step along the highway of progress.

They are, by following this course, doing what is well known to be practical as well as beneficial, and not dropping the substance to seize a shadow. Neither are they retarding their prospects toward a far greater and nobler co-operation in the future.


Every once in a while the belief gains credence that all railway employes should belong to one organization, and a movement is made in that direction. Not one of these movements has ever lasted long enough to show or develop their basic defect, for the reason that they have met with defeat, disaster, and disruption before they ever had a chance to mature.

The defect indicated lies in the fact that as men are now constituted self-interest is considered paramount to harmony and the general welfare by men who have been getting the best of the bargain for so long that they consider it their due.

This defective part of human nature is generally ignored when these associations of mixed classes are first formed. It is a case of idealism versus realism.

After having found out their error, and paid the usual penalty exacted by natural law, they again take up the old-fashioned class union work and thereby demonstrate once again the virility and stability of time-honored unionism.

"HARMONIOUS RELATIONS."

 GOOD argument for unionism appeared in the *Railway and Engineering Review*, which was not perhaps intended as such. In an editorial it says:

"It is becoming more and more evident, as well as more generally accepted, that the highest degree of efficiency in railway operation can be obtained only by the promotion of harmonious relations between not only the different departments, but throughout each department of the railway. The characteristics of the service are such that no chief of a department, however able or however earnest, can make a success without the hearty co-operation and voluntary effort on the part of those under him. The man who fails to obtain this co-operation lacks the primary qualifications for success, and however superior may be his other attainments, his administration will be a failure. It is not intimated or supposed that one iota of discipline or dignity needs to be abated to obtain this result. Railroad men are like soldiers in this regard; they know that discipline is necessary not only for the good of the service, but their own good, and no regulation that carries with it the element of justice will be questioned. On the other hand, American railway men are not machines and they know it, nor will any imputation than this be so quickly resented. The difference between a well-operated road and one that is poorly managed rests largely in the fact that on one every employe is seeking to do everything possible to 'make the thing go,' whereas, on the other, they are doing as little as possible and 'hold their jobs.' One of the prime essentials in the conduct of any road is the cultivation of an *esprit de corps* that shall make every man anxious to see his road stand at the head, and the official who best promotes this feeling will be the most successful."

A railroad that is well operated is generally one on which the men are well organized. The good-for-nothing class cannot belong to the Brotherhoods, and they naturally drift to the unorganized roads.

Brotherhood men do not shirk their tasks, nor perform their work in a slovenly manner, because they respect themselves and

their fellows. Railroad managers who are as capable as they are liberal know that the Brotherhoods help them in the operating

of their roads as nothing else could, and if it were not contrary to custom would be proud to wear a button themselves.

Editorial Notes

The new division cards for the term ending December 31, 1901, are out.

"Telegraphers of the world, unite. You have nothing to lose but your chains. You have the world to gain."

Special attention is directed to the article in Miscellany in this number, entitled, "A Court View of Employes' Schedules."

The amateur stock speculator who invested when prices were at the top notch, now exhibits the pessimism of the man with a pounded thumb.

The strike of the machinists for a nine-hour work day was an unqualified success. That organization is especially to be congratulated on its businesslike methods. The left-handed monkey wrench man was not in it.

The Albany street car strike assumed a very serious aspect for awhile. It is about time employers conceded the right of their men to haggle about their pay without first provoking a fight.

New system divisions have been recently instituted on the Texas Pacific and Kansas City, Fort Scott & Memphis Railways. They now have in their ranks a majority of the telegraphers employed upon the systems, and in a short time will undoubtedly control the balance of them. Every reputable telegrapher employed upon these systems should see to it without delay that his name is on the roll of membership. It is the only honorable course to pursue.

There will be a grand union picnic of the various railway labor organizations at Reservoir Park, Harrisburg, Pa., on June 27 next. Governors, Senators, Representatives, railroad officials, employes and representatives of the Brotherhoods will come together and enjoy a good time. The editor has received a kindly invitation to be present, but as usual, pressing business at headquarters will keep him at home. It is hoped that all who can do so conveniently will help swell the crowd that will surely be there.

The National Cash Register people at Dayton, O., are again in trouble with their molders and metal polishers, and the local unions are publishing tales of tyranny and oppression that has been practised there for some years past. From the employers' pamphlets the country has been led to believe that their concern was a workingman's elysium. It seems that one story is very well, until the other is told. It is another instance of the coat of philanthropy covering that gaunt, hungry and insatiable wolf—avarice.

The twenty-eighth session of the Grand Division of the Order of Railway Conductors convened at St. Paul, Minn., on Monday, May 13, with an immense crowd of delegates and visitors in attendance. The order was shown to be in a prosperous and harmonious condition, and good feeling prevailed throughout the session. The Grand Division voted to appropriate \$25,000 for a building fund to provide a home for disabled and superannuated members, and also arranged for an annual assessment for its maintenance. Messrs. Clarke, Garretson, Maxwell and all the old officers were re-

elected, and Pittsburg was named as the place for holding the next bi-ennial session of the Grand Division.

One of the most remarkable but least noticed facts in connection with the war in the Transvaal is the extreme youth of a large part of General De Wet's army. When hostilities broke out almost every grown man enlisted, even the enfeebled, but the pace has been too rapid for the venerable burghers. As they were killed or incapacitated their places have gradually been taken by mere school children, many only 13 or 14 years of age. Under the title of "The Youngest Soldiers in the World," in the June *Cosmopolitan*, Allen Sangree throws more light on the make-up and life of General De Wet's commandos than anything hitherto published. The naive, simple letter from 14-year-old Deneys Reitz to his father, the Secretary of State of the Transvaal Republic, has seldom been equaled for vital interest by any carefully written article on the war.

St. Louis is going to have a Fourth of July celebration this year that bids fair to be a hummer. It being the first celebration of the kind in the twentieth century, there will be a mammoth demonstration. The Order of Railroad Telegraphers has been cordially invited by the promoters to be represented in the grand parade.

A peculiar consideration about that is that Railroad Telegraphers cannot make

much of a showing in a parade without tying up a few railroads. Their patriotism, however, is daily demonstrated by their faithful attention to duty, and when others are taking a day off and enjoying themselves, and the trains are more crowded than ever, the telegraphers stick closer to their work on that account. It would be an inspiring sight to see a few thousand railroad telegraphers marching in a Fourth of July parade, but perhaps no man living will ever see it.

The fifth bi-ennial convention of the Brotherhood of Railroad Trainmen convened in Milwaukee, Wis., on Monday, May 13, and adjourned on Thursday, May 23. It was attended by 605 delegates and a large number of visitors. The order now has over 45,000 members and stands head and shoulders above any other railroad order in existence. All the old officers were re-elected without opposition, a fact that reflects great credit upon their management of the Brotherhood. A new office, that of Fourth Vice-Grand Master, was created at this convention, and Bro. W. E. Newman, of Denver, Colo., was elected to fill the position. The next convention of the order will be held in Denver, Colo., in May, 1903. The officers now are: P. H. Morrissey, Grand Master; A. E. King, Grand Secretary and Treasurer; W. G. Lee, First Vice-Grand Master; T. R. Dodge, Second Vice-Grand Master; Val Fitzpatrick, Third Vice-Grand Master; W. E. Newman, Fourth Vice-Grand Master.



PERSONAL MENTION

BORN.—To Bro. and Mrs. S. T. Scott, of Okee, Wis., on May 23, a fine O. R. T. boy.

BORN.—To Bro. and Mrs. Denver P. Dayton, on May 7, 1901, a fine, 10-pound O. R. T. boy, at Buxton, Kan. Bro. Dayton was chairman of the Arizona Division of the Santa Fe-Pacific in California, and is now organizing for the O. R. T.

MARRIED.—At Terre Haute, Ind., May 8, 1901, Bro. R. R. Smith and Miss Ollie Mae Palmiter, both of South Bend, Ind. Bro. Smith is with the Grand Trunk Western at South Bend. The telegraphers extend hearty congratulations.

MARRIED.—At the parental home of the bride, in Hunter, N. Y., Miss Lulu Ballan to Bro. Alvah Bailey of Valley Stream, L. I. Bro. Bailey is an active member of New York Division, No. 44. The telegraphers unite in extending congratulations to the happy couple.

MARRIED.—Bro. Fred B. Kimble to Miss Ottie Lou Hord, on May 1. May they live a long and prosperous life. Bro. Kimble is night operator for the Chesapeake & Ohio Railway at Maysville, Ky., and is universally liked. The telegraphers extend congratulations to the happy couple.

MARRIED.—Miss Clara Schulmeyer and Bro. Frank N. Stuart, both of Zeeland, Mich., were united in the bonds of matrimony on Tuesday evening, May 14. Bro. Stuart is agent for the Pere Marquette Railway at Bellaire, Mich., and also chairman of the Local Board of Adjustment, and the bride is one of Zeeland's fairest daughters. The happy couple have the felicitations and hearty good wishes of the telegraph fraternity.

MARRIED.—Bro. J. L. Pratt and Miss Ruth A. Currey were united in the holy bonds of

matrimony on the evening of May 22d at the residence of R. T. Drollinger at St. Anthony, Idaho. Bro. Pratt has been a member of the O. R. T. for many years and is now assistant agent for the O. S. L. at St. Anthony. The bride was a prominent society young lady, whose home was Topeka, Kan. Congratulations.

MARRIED.—The marriage is announced of Miss Llewella Alicia Higgins and Mr. William White, both of London, Ont., the happy event took place at the residence of the bride's parents on Wednesday evening, June 5. Mr. White is train dispatcher for the Canadian Pacific Railway and will be remembered as one of the Grand Executive Committee of the Order of Railroad Telegraphers, which position he held for many years. The telegraphers extend hearty congratulations.

DIED.—Bro. W. T. Blackwell, of Rosedale, Va., died at his home on May 9, 1901. Bro. Blackwell was employed for a number of years with the Norfolk & Western Railway, but for the past 15 months has been with the New York Central & Hudson River Railroad.

DIED.—Bro. Lloyd Newman, of Stanley, N. Y., died from spinal meningitis on May 18. He was a member of Wilkesbarre (Pa.) Division, No. 67, and had been in the employ of the Lehigh Valley Railroad for some time past. He was stricken with measles, which led to other complications and his ultimate death.

DIED.—Charles C. Keeton passed away at San Diego, Cal., on May 24, after a long spell of sickness caused by liver troubles. He was one of the best known train dispatchers in the West, having been with the Denver & Rio Grande Railroad for many

years. Some three years ago he quit railroad work and went into the drug business at Salida, Col., and being very popular with all classes, soon did a prosperous business. His remains were brought from San Diego to Salida for interment. He leaves a widow and an only daughter to mourn his loss. The telegraph and railroad fraternity, with many others, extend sympathy and condolences to the bereaved family.

WANTED.—Present address of J. M. Jump. Jimmy, if you see this, write me, quick. H. L. Harter, care N. P. Ry., Oberon, N. D.

WANTED.—Present address of Bro. E. L. Matthews. Want to forward lost card, No. 2,717. W. W. Hudson, Red Rock, Ariz.

WANTED.—Present address of L. S. Moses. Last heard from was at El Paso, Tex. L. Moses, P. O. Box 1497, Butte, Mont.

WANTED.—Present address of J. F. Hennehan. Last heard from was at Harahan, La. Isaac, if you see this, write. Important mail for you. Fred Bock, Hazlehurst, Miss.

WANTED.—The present address of Opr. A. J. Reynolds, who went out in the Southern

Railway strike. The desired information will be appreciated by the undersigned. J. A. Fetzer, Box 4, Reidsville, N. C.

WANTED.—Present address of John H. Cave. Last heard of at Frankfort, Ind. Also present address of W. W. Gruesbeck. Last heard from at Waverly, Ia. Would be glad to hear from any of the members of old 14. Chas. H. Foltz, Dublin, Mich. •

WANTED.—Present address or any information in regard to Joseph D. McDonald, an operator, formerly with the Postal Telegraph Company, in Boston, Mass. Any information will be thankfully received by Joseph T. Moran, Chief Operator, Western Union Telegraph Co., Providence, R. I.

NOTICE.—To all members of Divisions Nos. 20 and 23: You are requested to send your present address to S. S. Comer, General Secretary and Treasurer, 917 Fullerton Building, St. Louis, Mo.

NOTICE. Any member in good standing wishing to make a change in location is invited to correspond with S. S. Comer, General Secretary and Treasurer Division No. 23, Room 917 Fullerton Building, St. Louis, Mo.



Cleanings

The artist's work is finished when he draws his last breath.

* * *

If a man's weak spots were visible, you would think he had the measles.

* * *

The individual who hates mankind in general is a close student of his own nature.

* * *

The gold-bearing area of the Yukon is estimated to be over 120,000 square miles in extent.

* * *

Chicago Federation of Labor is fighting blacklist cases of railroad men. A fund has been started.

* * *

He that worries himself with the dread of possible contingencies will never be at rest.—*Johnson*.

* * *

Remember that nothing is ever done beautifully which is done in rivalry, nor nobly which is done in pride.

* * *

One should conquer the world, not to enthrone a man, but an idea; for ideas exist forever.—*Beaconsfield*.

* * *

Mother Jones has started a boom in organizing the servant girls of Pennsylvania. Mother is bound to be active.

* * *

The Legislature of Nebraska refused to vote funds for the State Labor Commissioner, and the office will be abolished.

* * *

Lift up thyself, look around, and see something higher and brighter than earthworms and earthly darkness.—*Richter*.

Never fear to bring the sublimest motives to the smallest duty, and the most infinite comfort to the smallest troubles.—*Phillips Brooks*.

* * *

In science you must not talk before you know. In art you must not talk before you do. In literature you must not talk before you—think.

* * *

The morose man takes both narrow and selfish views of life and the world; he is either envious of the happiness of others, or denies its existence.—*C. Simmons*.

* * *

The modest man has everything to gain and the arrogant man everything to lose, for modesty has always to deal with generosity and arrogance with envy.—*Rivarol*.

* * *

Electrical workers employed by the Thompson-Starrette Electrical Co. of New York have signed a two years' contract—\$4 a day for eight hours, with a Saturday half holiday.

* * *

Regardless of what point on the map you place your finger, the aims of trades unions are the same—fair wages, better conditions and a humane workday. This is the whole thing in a nutshell.

* * *

The Cunard Steamship Line has decided to adopt the Marconi system of wireless telegraphy on its trans-Atlantic steamers. By this means it is expected to carry on communication with shore from vessels 15 hours out.

* * *

Starving peasants are flocking into overpopulated towns in Spain, intensifying the

already grave situation caused by the want of employment. Demonstrations against the representatives of the government are becoming practically universal and revolution is imminent.

* * *

The labor union sustains about the same relation to wages that a ratchet wheel does to a mechanical device for raising heavy weights. It not only helps to raise them to the desired elevation, but it at all times prevents them from slipping backward or downward.

* * *

The Prison Commissioners of the State of Georgia declined to allow convicts to be employed by the hollow ware manufacturers of the State, on the ground that their product would come in competition with that of free labor. Here is a precedent worthy of emulation.

* * *

Dickinson County, Kansas, boasts of a successful co-operative colony. It was formed some three years ago, and is said to have made money from the start, clearing something like \$1,800 last year. A ranch, a general store, a bank and an insurance organization are among its possessions.

* * *

By the decision of the Board of Arbiters, in the agitation of the printing trades of Sweden for an increase in wages, the pay of compositors and machine minders has been raised from 26 to 27 shillings per week. Piece hands will receive 22 shillings per week and ordinary journeymen 24 shillings per week.

* * *

The banks of Chicago have ordered all their cashiers and tellers and clerks to have their pictures taken, and while the boys try to look pleasant, they can't avoid the sneaking suspicion that this is a delicate way of giving them a hint as to how their mugs would look in the Rogues' Gallery.

* * *

It is reported that the officials of the Pere Marquette Railway are considering the adoption of wireless telegraphy for the vessels of that road, seven in number, to enable communication with them while on

Lake Michigan. This means of communication is considered superior to the use of carrier pigeons.

* * *

The development of the oil fields of California and Texas has induced the California & Oriental Steamship Co. to take into consideration the adoption of petroleum as fuel for the steamers of that line. One of the advantages in the use of this fuel would be that the oil could be distributed about the ship for ballast, and a considerable space in the vessel ordinarily devoted to the storing of coal could be used for freight.

* * *

The anti-millionaire spirit is strongly developed in France, and the French Deputies have passed a bill which provides that when the net share devolving on each beneficiary exceeds 1,000,000 francs, the succession duty from death or gift in lifetime shall be increased by a twelfth; for an inheritance of 2,000,000 and over, by a tenth; for 3,000,000 and over, by an eighth; for 6,000,000 and over, by a fourth; for 10,000,000 and over, by a half.

* * *

The Boston Elevated Road, which is to open about five miles of track soon, has opened a school for instructing motormen. The road is to be equipped with electro-pneumatic signals by the Union Switch & Signal Co., and the cars will have the automatic air brake. As a high degree of efficiency is necessary owing to the frequency of trains, the school has been furnished with a most complete lot of apparatus, and the instruction will be very thorough.

* * *

The loss in operating the publicly owned telegraphs in Britain last year was \$3,500,000, but Sir Michael Hicks-Beach explained that it was because so many unprofitable extensions have been made. A private corporation acts only when there is money in it; a Government should act always when the public interests require action to be taken. The telegraph rates in Britain are only one-fifth as much as in Canada, being only half a cent a word, compared with two and one-half cents per word.

MISCELLANY

THE RISE AND GROWTH OF WEALTH.

BY E. BENJAMIN ANDREWS, LL. D.

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HERE is a vast but indefinite realm of wealth in reference to which it is easier to see than it is to describe wherein production consists. I mean the wealth which is made up of relations and influences, the good will of business houses, the practice of physicians and lawyers, the credit of bankers and tradesmen. Wealth in any of these instances is a slow, silent growth, and as, hence, it does not come with observation it is usually ignored. However, one need but reflect a little to be made aware that the weal of communities is to an incalculable extent enhanced by precisely these silent modifications of relation within the social body. They are wealth no less than corn or cattle, no less than mental sleight or skill. To see or feel this, try to think what society would be if they did not exist. It would suffer inconceivably, its loss of welfare being substantially the same in nature and fully as severe as would arise from the non-existence of material goods.

Let us not be misled by this presentation of production in departments. If we make a deep analysis we shall find that production is really always one and the same thing, a change of relation between needs and the resources which the physical and social universe contains for the supply of needs. We shall find, further, that production, even when seeming to offer its last result in the form of a physical commodity, is at bottom purely immaterial, psychological, inasmuch as no external, tangible thing is

wealth save in virtue of its power to effect some psychical change, which someone, for some reason, thinks desirable. Had economists thoroughly attended to this ultimate nature of wealth there would have been less inclination to combine the name wealth to material things.

So much for the essential character of wealth production. Let us next consider the conditions by which this production is governed. Of these there are three classes—the greater conditions, the mean or middle conditions, and the lesser conditions, in phrase a little more technical, the absolute, the relatively absolute, and the relative conditions to the production of wealth.

The absolute conditions of wealth production are those without which no production whatever could take place. They are two—nature and labor. It is manifest that production is absolutely dependent on nature, on the world of matter and of mind. We here use the term “nature” in this very broad sense. Nature, taken as including the original powers and susceptibilities of man and the structure and qualities of the material world, is the basis of all production.

Speaking of external nature, we may say that it contributes to the rise of wealth in the first place, a great many materials, animal, vegetable and mineral, materials of each of these classes differing widely from one another in the amount and kind of labor needed to turn them into wealth products. Fruits may be made wealth by the picking. Coal in the mine or gold in the quartz can be made into wealth only through great outlays of capital and human toil.

In the second place, nature contributes forces. These may be organic, like those of

vegetation and animal reproduction, or inorganic, whether mechanical, chemical, or physical. The forces of nature aid production actively, while her materials are passive aids. Many of these forces merely do what men could at some rate do. Others, the same in kind, transcend in degree the utmost reach of human energy. Chemical forces, as also the propensities and many of the powers of brutes, are intrinsically unlike any which man could supply.

Of these natural factors in the creation of wealth some are free, not subject to appropriation by man, as wind, sunlight, sun-heat, tides, navigable streams and the ocean. Others are appropriable as being limited in amount or locality. Coal, ores, forests, the soil and useful brutes would illustrate the appropriable kind. Space itself must be taken into consideration as a wealth-making condition, pertaining to external nature. Most of it is not appropriable, but in thickly populated localities parts of it are appropriable, and, as we have seen, immensely valuable in consequence.

The second of the absolute or wholly indispensable conditions to the rise of wealth is labor. However kind or exuberant Mother Nature may be, no kind of wealth can arise without human labor. This proposition requires a moment's thought. Certain individual contributions to actual wealth arise without cost in labor, but no class of the things which make up wealth can come into being save by the deliberate exertions of human beings. Gratuitous abundance at harvest, owing to propitious weather, is a costless contribution to wealth, but harvests in general grow only as men toil and moil. Changes in men themselves, accidental new knowledge, inventions, discoveries, culture, etc., may make into wealth things which were not so before. Accidental new knowledge, etc., cannot be regarded as labor, but the new wealth would be as truly so as any wealth. The discovery of spinning and weaving — whether accidental or laborious we can never know—must have instantly enhanced the value of sheep wool and all fiber producing plants. The discovery of medicinal virtue in a weed might turn a vast patch of land into a gold mine. Beneficial changes between the makers or holders of wealth and the objects of wealth or by bet-

ter laws and government, or the progress of morality in the community, would bring a free contribution to the community's wealth. However, none of these special pieces of wealth or additions to wealth can be multiplied at will, so that the classes or kinds of wealth to which they belong, considered as classes or kinds, come into existence as the result of labor. It may be well to add that while all classes of wealth constituting commodities spring from labor the amount of labor in any given commodity is in most cases only a very imperfect gauge of the value of the commodity.

Labor may be defined as the voluntary exertion of human beings directed toward economic ends. Mere play, however arduous, is not labor in the esteem of economic science. But exercise in sport expressly to give tone and suppleness to faculties commonly devoted to serious employment would be labor. Aimless exertion is not labor. Any effort that is without conscious relation to the creation of economic goods in the sense defined in our earlier lessons would not be regarded as labor.

Roscher gives the following interesting classification of the various kinds of labor:

1. Discoveries and inventions.
2. The utilization of nature's spontaneous gifts, as gathering wild berries or plants, catching fish and game, or unearthing minerals. These are commonly referred to as "extractive industries."
3. The creation of raw materials by agriculture or stock-raising operations, which consist in giving to nature's forces a certain direction, different from that which they would have taken if left to themselves.
4. Manufacturing the crude effects of extractive or agricultural industry into higher forms.
5. The distribution of goods by change of place and change of title, that is to say, transportation and the whole vast work of exchange, wholesaling, retailing, leasing, renting, loaning, and the like.
6. Services, such as teaching, writing, and the business of statesmen, judges, soldiers, and the police.

If we add now the work of superintendence, directing the labor of others, and that

partially different work which is so indispensable an accompaniment of this, the devising means for the most energetic coupling of capital and labor, skill in which makes the great captain of industry—if we add these, we have a very complete list of the forms which human labor takes.

In every kind of labor there is both a physical and an intellectual element. Commonly, too, there is a moral element, as the efficiency of labor will vary with the conscientiousness of the laborer. But neither the physical nor the intellectual ingredient can be wholly absent in any case whatever. It requires much mental training and effort even to chop wood, to pound upon a drill, or to throw a shovelful of sand just where you wish. On the other hand, the learned counselor cannot earn his fee without at least the motion of his lips, or the inventor think out his novelty save as brain particles are stirred.

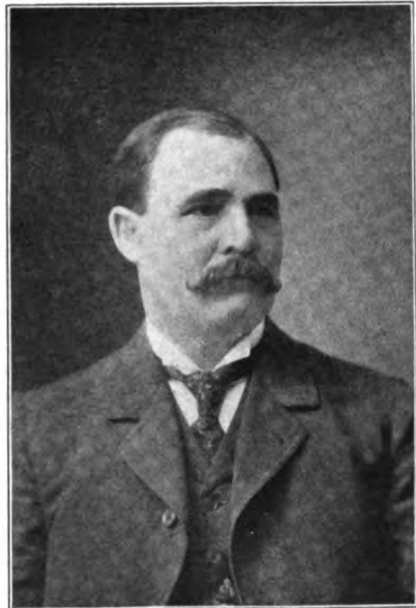
In no form of wealth-creation can nature be called more important than labor or less important. Each is absolutely indispensable. John Stuart Mill well said: "The part which nature has in any work of man is indefinite and incommensurable. It is impossible to decide that in any one thing nature does more than in any other. One cannot even say that labor does less. Less labor may be required, but if that which is required is absolutely indispensable, the result is just as much the product of labor as of nature." Mill adds the just observation that when two conditions are thus equally necessary to a result, the endeavor to fix their relative proportions of contribution is like attempting to decide which blade of a pair of scissors is the more efficient, or whether five or six is the main factor in their product, thirty.

Yet, while all this is true, different products, provided they are measured by bulk, display the presence of the two ingredients, nature and labor, in very equal degrees, the general rule being that the labor element in goods predominates in proportion to their removal from their crude state. Instance, a ton of steel and then a ton of needles, or of watches. Taken bulkwise, the average production of the torrid zone contains far less labor than that of the north temperate zone. Even when measured in dollar's

worths—money valuation—equal amounts of different species of wealth do not embody labor equally, though the correspondence is in this case usually closer.

HON. J. C. MORRIS.

HON. J. C. MORRIS, Commissioner of Railroads and Telegraphs of Ohio, is an experienced railroad man and a staunch advocate of the principles of unionism.



HON. J. C. MORRIS,
Commissioner of Railroads and Telegraph
of Ohio.

He was appointed to his present position on March 16, 1901, by Governor Nash, and was endorsed by all the railroad and labor organizations of the State, receiving more endorsements than any other one person ever appointed to a position in Ohio.

Mr. Morris was in the employ of the Erie Railroad for 22 years, filling the position of brakeman, baggage master, freight conductor, general yardmaster and passenger conductor.

He is a member of Youngstown Division, No. 270, Order of Railway Conductors, and

has shown his appreciation of the organizations in the appointment of his assistants.

Mr. C. G. Knight, Chief Inspector, is an engineer and a member of Columbus Division, No. 34, Brotherhood of Locomotive Engineers.

Mr. O. F. McJunkin, Deputy Inspector, a brakeman and a member of Miami Lodge, No. 273, Brotherhood of Railroad Trainmen.

Mr. E. H. Hanna, Statistician, is a telegrapher and a member of Columbus Division, No. 38, Order of Railroad Telegraphers.

Mr. Morris was Chief Inspector for the past four years in the department of which he is now Commissioner and is well fitted for the position. That he will successfully administer the affairs of his office goes without saying.

THE MAN AT THE LONELY STATION.

BY ALVAH MILTON KERR.

THOUGH it fell more than fifteen years ago, the story is still a live one in Langly Canyon and Sutton's Bowl. As for Harry Pulver, he is likely to whisper of it in the delirium of his last breath. Not because utterance relative to it is his habit, but for the reason that the most moving occurrence of a man's life is prone to recreate itself mentally in his last mortal moment; and, as respects the reception of impressions, Pulver is not likely to know a stronger.

The scene of it lay in a sea of land long ago tossed up and fixed in a chaos of troughs and gigantic billows, a canyon and sunken bowl in that mountain-flow which rolls out of British America and southward across Montana. The canyon and bowl lay above Idaho, measuring in that mighty breadth of tipped and tumbled country as might a crack and dimple seen on the face of the moon.

Pulver himself was of New England stock. His father, an architect of some repute, had sickened with tuberculosis, and, of course, when too late, joined the colony in Colorado. At the end of a year death

closed the matter for Pulver, senior, and the widow and big boy, by one hazard and another, came ultimately to live in Ogden. Here the son got to school for a couple of years, following these with two or three years of desultory employment of varied sorts, ending in some months of study of telegraphy at home and further months as an unpaid "student" at a little station up in Idaho. From this station on the Oregon Short Line, which run is not at all short, young Pulver found himself one cold January day making head for a paid position as night operator at a station in Montana. He had telegraphed his mother, still at Ogden, to meet him at Pocatello and accompany him north to his station. But after the train had brought him through six hours and a wilderness of snow and sage brush and set him down at the junction, he found she had not arrived. However, a message awaited him, saying she would come by the night train, and, after an interview with the chief dispatcher, he boarded the mail for the north and got down at Langly, his station, as the sun was falling blood-hued and sullen among the mountains at the cold day's end.

As he stood on the platform he looked a trifle overgrown, with his hulking, powerful frame and blue-eyed boyish face. He ran his eye slowly around the horizon, narrow from encroaching mountains, gray-blue, dull, then dropped his glance to the town, a mass of houses jammed into the canyon on the right-hand side of a frozen stream. A short iron bridge hung over the silent creek, and beyond it he saw a crooked street of two-story buildings, and a brick block with "Langly Bank" inscribed across the front.

The air was bitter. Everywhere pedestrians hurried, bitten and spurred by the penetrating frost. Above the town, and up on the sloping shoulders of the ridges to the left, pine forests hung in clouds, black-green and motionless against vast up-sweeping fields of snow. Here and there at some distance his eye lit on gray hills of "tailings" from mines, and down from a slope a thousand feet to the westward came the muffled thunder of a forty-stamp mill running on low-grade ore.

As the train pulled out Pulver started toward the station. Near the door he met Ryder, the agent and day operator. The man's hands were full of mail and express packages, and he stared a moment at the unusual physical abundance of the new operator.

"Come in," he said heartily. Pushing through the door he glanced at the thermometer hanging against the jamb.

"Twenty-two below freezo," he said; "be 30 by midnight. You'll have to keep the stoves humpin' or you'll freeze to-night."

"I'm used to it," said the young giant, cheerfully; "cold weather and cold stations down in Idaho all right."

"Don't doubt it a bit," returned Ryder, throwing down the mail and small packages on the office table. "You can report No. 2 out O. T., if you will. Get y'r hand in; my fingers are about frozen. Dispatcher's call? It's 'PC.' Our call is 'LN.' Let her slide."

Pulver sat down, and, with the nervousness of a new beginner, called the dispatcher and rather bunglingly gave the train report. Ryder apparently paid no attention as he sorted over the express bills. "Better tell him y'r here and will be on hand at 7," he grunted, which showed that his trained ear had missed nothing.

Pulver acted on the suggestion. When he had finished the message the dispatcher said: "Must be cold up there; your sending sounds like you were having a chill."

"I'm scart," said Pulver, and both he and Ryder laughed.

"That's Banks; he's always funning about somebody," said the latter. "Well, soon as I get these bills entered I'll take you over to the house; night man usually boards with us; hotel's bad place for a man to try to sleep during daytime."

"Thank you. Yes, that's so. I'm expecting my mother up on No. 4 to-night. Perhaps you can't accommodate both of us?"

"Yes, we've got some extra room. Good idea to have your mother come. If you can rent a little house and be by yourselves you'll be sure to get sleep. When I was a night man I used to think I'd go insane sometimes for want of sleep, rooming, as

most of the boys have to, at noisy boarding houses and hotels. Lots of accidents occur because night operators can't sleep during the daytime, and on that account fall asleep at night and let trains go by, and that sort of thing."

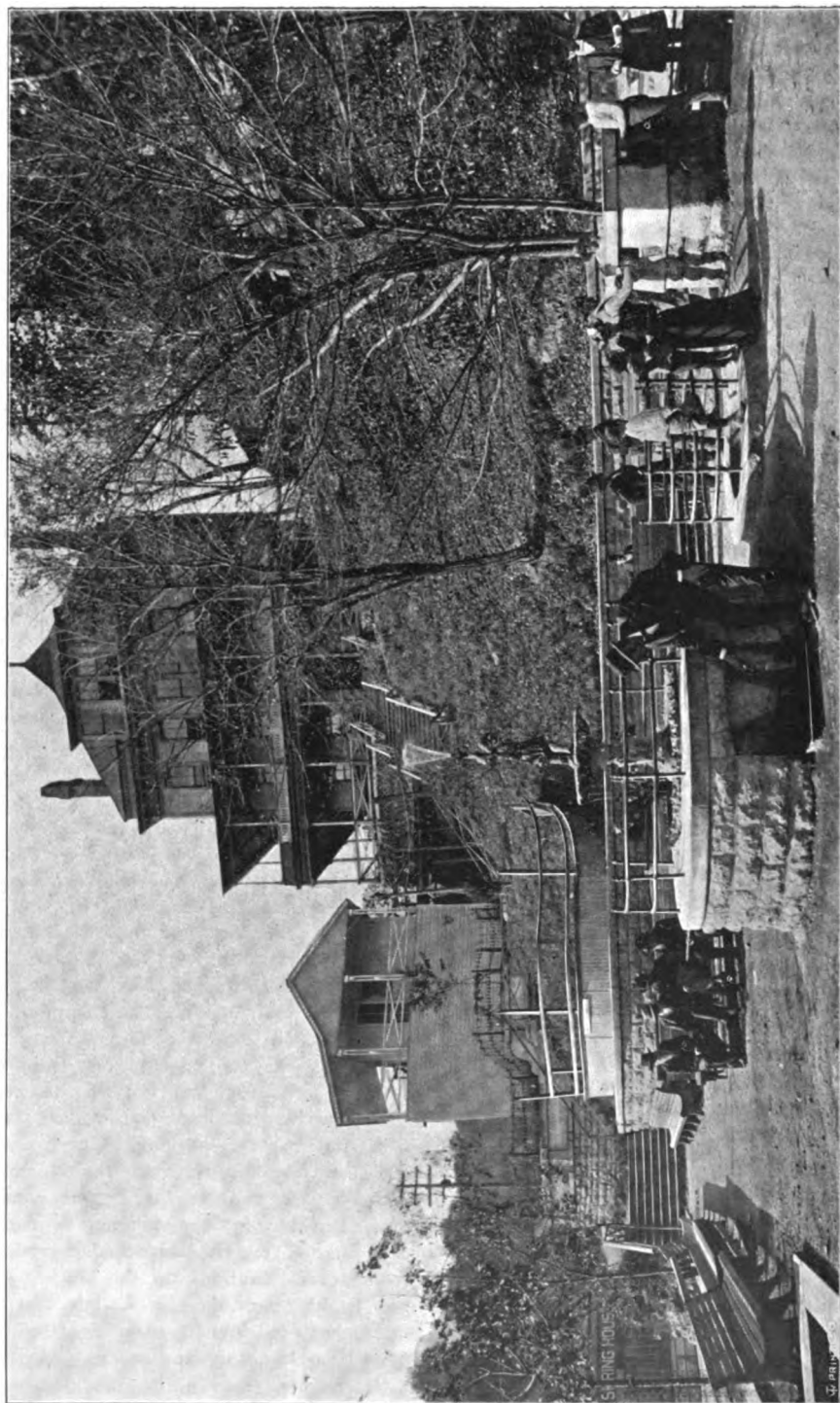
"Yes, I don't doubt it."

At 7 o'clock Pulver felt responsibility descend upon him, the weighty task of preserving human lives and property. He felt it heavy, and, to a degree, fearsome. Ceaseless vigilance must now meet the lurking dangers of the tracks. He promised himself to keep awake, to push back the seductive, crushing drowsiness of night, always keeping a clear mastery of himself.

At 8:15 a freight train went north, with engine laboring against the grade and cold wheels whining around the curves. They stopped at Langly, but an order from the dispatcher, written out by Pulver, took them to Bodren, fifteen miles above, for a "wild." In due time the "wild"—an engine pushing the flanger—a car rigged for cutting out and pushing back snow from the inside edge of the rails—tore by Langly, going south; then at 10:30 the down express, with its bustle of passengers; then 11 o'clock; then the cold and brooding silence of the night.

Pulver had the big cannon stove in the passenger room, and the smaller one in the office, red hot. The telegraph instruments rattled in fits and starts. By times there was dead silence within. In these still spaces Pulver could hear the icy boards of the station platform pop with the frost, the contracted wires moaning and singing under the eaves of the building, and occasionally a curious lisping click from the stumpy steel bridge that crossed the creek.

Despite his resolution he began to feel drowsy, for he was young. There would arrive no train until 2:20—the Northern Express. A wild ore train was coming down, making for the smelting works at Salt Lake City. He had heard it reported from several stations up the track. The two trains might meet at Langly and the dispatcher need him for orders. He roused himself and got up and went out on the platform for fresh air. He looked upward and abroad as he stood there. Stars



EUREKA SPRINGS, ARKANSAS.
Courtesy of the St. Louis and San Francisco Railroad.

glittered wondrously thick in the dark-blue gulf overhead; motes of frost, like floating specks of steel, glinted in the light falling from the window; the town sprawled in a gray jumble along the canyon's base; the smoke from the stack of the stamp mill stood up straight in the still air like a black spire, crumbling slowly at the tip. Lapping over the northern mountains like wavering tongues of flame danced the frayed ends of aurora streamers. Pulver had never seen that sort of thing before. It touched him with awe. All was silent save the muffled thunder of the distant stamps battering in their mortars.

He drew in to the light of the window and glanced at his watch. It was 1 o'clock. As he turned toward the door a man came swiftly across the bridge, his breath a white smoke about his face, and, crossing the track and platform, pushed into the passenger room with humped shoulders, wringing his hands, and all his spare frame twitching with cold. He hovered almost against the red stove, spreading his hands and gasping in wheezing puffs.

"It's awful!" he asserted. "Everything closed up over town; even the saloons are froze out, and the Marshal's gone home."

Pulver opened the door of the throbbing stove with the poker; the red glow leaped against the stranger's face, showing it thin, purple, shaggy. His eyes looked big and glassy. His shabby clothes began to smoke with the heat and he drew back, sighing audibly as his nipped and shrunken body drank in the grateful warmth.

"Can't I stay in here till morning?" he asked. "I'm out of money, a sort of—of tramp, I s'pose; but I'm not well, and when I get a job there is a—a reason why I can't keep it."

"Certainly," said Pulver in kindly tone; "it's all right; this is a public room."

"I'm an old-time operator," said the man, "but I'm rather on the bum of late; got weak lungs and—and I s'pose I drink too much. But my lung trouble got me into that. Wish I could quit."

"Yes," said Pulver slowly, regarding him with a look of pity, "you ought to brace up and try to be a man again."

"I will be if—I get a chance."

Pulver entered the office, and glancing through the ticket window saw the stranger sit down on one of the wooden settees, the back of his frowsy head against the wall, his peaked, scraggy chin in the air. A moment later sleep had lapped him in its delicious fleece.

Near 2 o'clock the dispatcher called Pulver and gave him an order to hold the south-bound ore train for orders, at the same time issuing an order to the conductor and engineer of the ore train to meet the Northern Express at Langly, instead of at Sutton, 12 miles south. When Pulver had repeated his personal order back to the dispatcher and had received the official "O. K.," he arose to turn the red light against the "wild." As he got out of his chair his face was turned toward the ticket window, and with a gasp and sudden up-flinging of his hands he staggered back almost to the wall. At the opening was a human head, the face masked with a black cloth, from which twin glittering eyes looked out through two round holes, and before which another and more appalling eye looked into Pulver's face—the inky opening in the end of a revolver barrel.

"Don't—don't shoot!" said Pulver. The words were a kind of dry whisper in his throat; his eyes were wide with terror.

"Open the door!" came in low tones from the head.

Pulver leaped to the door, but his fingers were not yet upon the catch of the spring lock when he stopped. A sort of shiver swept him from head to foot. What was he doing? The express safe stood in a corner of the office; there was money in the ticket drawer. Was he going to yield to another without a struggle that which had been placed in his keeping? He stood wavering an instant.

"Open this, will yeh?" growled the voice, now from the outer side of the door.

Pulver looked around for some object that he might lay hold of and use in defense. He stooped toward the iron poker lying by the stove, but as he bent a bullet crashed through a panel of the door and

like the rip of a hot knife cut through his left shoulder.

He straightened up with a gasp of rage, the piece of iron in his hand. He wrenched the door wide and leaped into the passenger room. The robber was there with revolver leveled. In the instant of their meeting Pulver noted that the man was rather short in stature, but strongly fashioned; that a long coat covered him to the knees, with a fur cap pulled down solidly over his head, and that the black cloth mask blew out from his mouth with sudden startled breath. The thought had flown through Pulver's mind that this visitor would turn out to be the vagrant operator, but he was in error, for with the moment of Pulver's rush from the door the tramp rose from crouching behind the stove and leaped upon the back of the intruder, bringing his bony red wrists across the man's throat in a strangling clasp. The robber whirled and flung him off, and whipping the revolver around, fired. In the spurt of flame Pulver saw the tramp's horrified face gleam out, pitted and wrinkled with pain, as whirling with the shock of the bullet, he rolled against the legs of one of the settees, a crumpled, motionless shape.

Pulver's jaw dropped as he looked at the broken figure. Then his teeth came together with a snap as he turned on the murderer. The barrel of the pistol was almost in his face, but he struck it aside and hurled the robber back, and, rushing in, struck with the iron rod with all his strength.

A bolt of lightning had been hardly more destructive. The man doubled under the blow and sank to the floor.

Pulver sprang back and stood teetering unevenly on the balls of his feet. No thought of the signal that should be turned against the wild ore train touched his mind. He had killed a man! The lights, the walls of the room, the stove, the most familiar things, looked strange. He turned about with heaving bosom and involuntarily ran into the office. As he crossed the threshold, the door leading into the big freight room opened suddenly and two men met him face to face. As with the first intruder, these two were masked with black

face-cloths, and each wore a long coat. They were large men, and the excited glitter of their eyes in the holes of their masks was something gruesome and inhuman. Each held a pistol before him.

Unconsciously Pulver crouched down and backward, his hands quivering before his face, his lips opening with a cry.

"Hand me y'r keys!" demanded the taller of the two men; "shell 'em out, quick!" He advanced on Pulver with gleaming eyes and pistol presented.

Had the men been habited in everyday dress, with uncovered faces, it is possible Pulver would have submitted. Appearing monstrous, evil and strange, as they did, he instinctively felt that frenzied impulse to destroy them which one sometimes has when confronted by a poisonous reptile. From his cowering, crouching posture he leaped straight at the man's head. The leveled pistol exploded, but Pulver felt nothing; evidently the weapon was deflected by his swift movement; but the robber's hat and mask came off in Pulver's clutch and his dark head came forward nearly to the floor. To save himself from falling he rushed forward and Pulver struck madly at the exposed back of his neck as he passed, but missed his aim. Instantly the man righted himself and cocked the pistol, but his companion was pushing, hoarsely crying: "Don't shoot! Hold y'r fire, Bill! Some of the town folks'll be in here first thing ye know!!" In the same breath he clasped Pulver about the body, pinioning the big youth's arms underneath, but with a quick surge the young fellow burst the man's hold and flung him backward against the wall and struck at his eyes with all his might. His fist fell on the intruder's chest like a descending maul and sent a gasping grunt from his lips, but the taller robber had rendered the blow abortive. Catching Pulver about the ankles in the moment of his forward swing, he had jerked the youth's feet back, and Pulver, spinning around, crashed upon the floor. In a twinkling the two men leaped upon him, fairly crushing out his breath.

"Don't kill him, Bill; get the gag in his mouth!" panted the shorter man.

Pulver, dazed and stunned, was trying to struggle. He felt something crushed into his mouth, stifling, terrible. All the blood of his veins seemed boiling up and booming inside his skull. Strangely, in that moment of mental dimness and agony, he thought of his mother hastening toward him on the imperiled express; of the ore "wild" which must soon pass the station going southward to crash into her train; of the dispatcher's order to hold the "wild" until the express should arrive.

In the terror of the thought, in the maddening vision of the wreck that swept through his mind, he got up with the two men hanging to him. Together they crashed back and forth across the little room, crushing the chairs, jostling against the stove, hurtling against the walls, with Pulver trying insanely to get to the signal lever. He could not speak for the choking thing tied in place with a knot at the back of his neck that filled his mouth; each of the robbers had him gripped fast by a wrist; he felt his heart would burst.

By times he carried his assailants nearly to the signal lever; his arms seemed being torn from their sockets. If he could but breathe freely! If he could only tell them! As he plunged and struggled the taller man snatched one of the revolvers from the floor. "Don't kill him, Bill; he's got to open the safe!" gulped the other between laboring breaths. "Look out!" Pulver had wrenched his right hand loose, and had caught the taller man by the throat, bearing him backward toward the lever, but the pistol butt suddenly came down upon the young fellow's head, sickening, deadly. Involuntarily they let go of him, and he staggered back and fell in pitiful fashion near the inner partition.

For a moment he lay quivering, his eyes upturned and twitching, then suddenly he grew still and looked straight at the men. The pupils of his eyes were dilated, and, though he stared hard at them, he seemed gazing at something far away. An instant later he bounded up like a steel spring released, and sprang through the door into

the freight room. He went over the boxes and barrels like a flying deer, and burst out upon the platform through the half-opened door at the south end of the great room. His dumbfounded assailants plunged after him, but he fled down the track like a melting shadow. In his semi-delirium of mind he recognized and heeded but one thing; up from the south, a dozen miles away, he seemed to see the express rushing toward him like a burning star. He was to *meet* and stop it.

As he flew along the track he tore the stifling gag from his mouth, and the bitter air came into his throat like ice. At the south end of the switches, an eighth of a mile from the station, he came upon a handcar standing on the rails. With a cry he stopped abruptly. From somewhere back in the gray darkness came the sound of running feet. He gave the car a push, sprang upon it, and threw his weight upon the handle bar. The wheels began to burr and hum; the dull blur in his brain faded away, and in its stead came a keen, painful, burning activity of mind, abnormal and strange, for by nature he was big and slow.

The car was the means by which the robbers had come to Langly, he told himself, and the means by which they had hoped to escape. They had stolen it from the section house, probably at Sutton. Some of the section men's tools were still on the car; he felt them under his feet. Suddenly he threw back his head with a cry of joy. The switch and ice-house down at the marge of Sutton Lake. He had remarked them as he came up on the mail. If he could but gain the switch and throw it! With something like madness he poured all his great strength into the wheels, and the car went humming down the long, sinuous grade, through the echoing groove of the canyon.

Up near Langly Station his two pursuers had stopped. Pantingly the shorter one looked up toward the sky. Throbbing up the northern heaven and pulsing into the incomparable dome flowed the filmy, ghostly streamers of the aurora. By times

these burned red through all their gauzy webs, again died away pale and flickering, then gushed upward, radiant, indescribable.

"Look at that, Bill!" whispered the one who first saw the vision.

The other looked, and ended the stare with an oath. "It's nothing but Northern Lights," he growled, but his bravado had in it a note of awe. "Let's get the ticket money and skip," he said. "Where do yeh s'pose Jim is? Heard 'im shoot, but seen nothing of 'im since."

"Don't know; listen! There's a train comin' from the north! Let's get out of this, Bill!" They ran across the tracks, and entering a road that bordered the ridges, disappeared in the gloom.

Truly a train was coming. Down the main defile, roaring through the silence of the night, came the ore "wild." Inside the station a poor soul was making life's last effort—a supreme struggle to do a deed worthy of a man. Inch by inch, foot by foot, the tramp operator was dragging himself toward the signal lever. He had heard the dispatcher's order to Pulver, and now the roar of the approaching train came to his dulling ears. "Brace up and be a man; that's what he said," whispered the crawling figure. A red train marked his progress. He was almost to the signal when the train burst across the switches, but gripped with mortal injury he tried in vain to lift himself to the lever. Again and again his trembling hands crept up the wall as he lay upon the floor, but each time slipped quivering down, and the "wild" went by, battering and pounding through a billow of clamorous sounds. To the man on the floor its roar was faint and far off, like the dreamy noise of falling waters. "Brace up—an'—be—a—man," he breathed, trying to get his stiffening hands above the baseboard of the room; then, closing his fingers as if clutching the lever, he sighed and trembled and fell eternally still.

The engineer of the "wild" pushed back the frosted window of the cab and looked up at the signal as they flew by. The green light was on; the windows of the station

were white with frost. He opened the throttle a notch wider, making for the meeting point with the express at Sutton. He had feared he would find the red light turned against him, but now it was all right; they would reach home and wife and child the quicker at the distant division station! Thus, with its crew ignorant of the tragedy and impending catastrophe the night held, the train went pouring down Langly Canyon after Pulver.

Poor fellow! As hard as man ever strove Pulver strove. Above him raced a glimmering storm of stars tangled with waving ribbons of the aurora; by him flashed the whirling walls of the canyon—here snow-covered, bulging masses of stone, there streaked with black torrents of spruce and pine. He heard nothing save the noise of the car and the turmoil of his breath and blood in their labor, but he felt the ore train behind him. How soon would it overtake him? How soon would he plunge into the rushing front of the express? Would he be crushed between the trains? The questions were like spurting flames in his brain. He must now be half-way to the switch; it was five miles from Langly. His breath came hoarse and panting; he was dizzy with the swift rise and fall of his head above the working bar; his throat was dry, and the icy air burned in it like fire. But onward and onward he flew, a disheveled figure, in his breast a tempest of haste.

He did not know surely just where the switch was, and he feared he might pass it, for all things glimmered about him; but it must be ahead, and he still drove down and lifted up the working bar with all his power, praying God for help. Would the curves and windings of the track never cease? Was there no end? Ah, here it was—the long, black hulk of the ice-house, stretching along the shore, and the broad steel-gray mirror of the frozen lake with the reflected aurora dabbling it as with fire. He set his foot hard on the brake and reversed his push and pull on the bar. As the car stopped he leaped off, and catching it by the hand-grips, threw the machine

around and clear of the rails; then, half insane and laboring for breath, he rushed to the switch.

In a moment he was on his knees in the snow tearing wildly at the lock. How would he get it unfastened? He had no key! From southward came the dull roar of the express, following the long curve of the shore, and down Langly Canyon came the muffled thunder of the hastening ore train. They would crash together before his eyes! From his lips burst a wild prayer, mingling the names of mother and God.

He glanced around at the impassive world imploringly, but the cold stars, the frozen lake, the black torrents of pines on the mountain sides offered him nothing. Help came from within, or did that thought drop down from beyond the stars? With a cry he bounded over to the half-inverted car, and raking his fingers through the snow, found a track wrench. Springing back to the switch he thrust the handle of the wrench through the clutch of the lock and tore the mechanism in pieces. Wrenching the shattered parts away, he pulled the pin and threw his shoulder against the lever. But it would not yield!

Then arrived the moment when he was as one who had ceased to be of mortal strength. A kind of insanity of power came upon him. The siding was covered with snow, the sides of the switch were clogged with frost, yet little by little he drove the lever around, hearing his tendons tear, his joints grind and crack, and seeing all the air grow full of rolling disks of red, while nearer and nearer swept the clamor of steam and wheels from the south, and down Langly Gorge rolled an increasing thunder.

Wildly crushing his breast and shoulders against the lever, he heaved and strained, and struck it great blows with the full weight of his body, crying out gaspingly to his Maker. The express seemed not 50 feet away when the lever came around to the pin-hole and he thrust the iron pin in. Terrible and mighty the engine burst

upon him, whirling its strings of lighted coaches along the rails. With a deafening crunch of frost, a roar of the whistle for brakes, and the chug and tearing of reversed drivers, the train swept, curving and rocking, upon the siding. There would be no cars there for loading until June; the ice was 30 inches thick; on the morrow men would begin cutting. It was delightful destiny.

Out the train went crashing and thundering over the end of the empty siding and swept upon the field of ice. From the wheels spurted a showering sheet of white; a cloud of steam burst up about the engine from the fire-box; then the train stopped, a hundred feet from shore, but as secure as if standing upon a floor of armour plate.

Passengers and crew swarmed down upon the solid blue field, and there was shouting and dismay. No man could understand it, but a glimmer of the night's tragedy dawned upon the conductor and others when they turned back to the switch and found a young fellow, battered and bleeding lying insensible at the base of the target. Five hundred feet southward stood the ore "wild."

"Who is he, anyway?" cried the conductor. "Great Scott, what a close call for us!" He was kneeling in the snow and had Pulver's battered head on his breast.

"Let me get to the signal! Throw the red light for the 'wild!'" suddenly shouted Pulver, leaping to his feet.

Despite the strong hands that were upon him he stripped himself loose. Then he stopped and looked around curiously—a wounded, pitiful figure. He saw the passenger train, lighted and glowing, standing out on the aurora tinted mirror of ice, he heard the ore "wild" backing up to assistance, then suddenly a little woman came from the crowd and put her arms about him with a tender cry, and gazing down upon her face, he said: "Mother!" and burst into laughing tears.—*From the Saturday Evening Post.*

A COURT VIEW OF EMPLOYES' SCHEDULES.

IF railway employees generally were more strongly imbued with enlightened selfishness, a non-union man would certainly be hard to find. There is no denying the fact that it is the more intelligent and progressive of their kind that band themselves together for mutual aid, comfort and convenience while those of lesser intelligence are groping along as best they can, living from hand to mouth, and always and entirely at the mercy of the whims or caprice of the employer.

Although the rights of railroad employees to organize has been generally conceded, and all the liberally managed roads have recognized the Brotherhoods, there are still railroads doing business that deny the right of their employees to organize. These roads must eventually recede from that position, but, of course, they never will until forced to do so by their employees. The latter will have to organize without the consent of the officials, insist upon recognition as parties in interest entitled to well defined conditions of employment services and compensation, the same as their more energetic and enlightened brothers have done elsewhere. Freedom through organization or a life of subservient slavery is theirs according to their choice.

Any man that is not in favor of taking advantage of his civil rights by demanding and insisting upon a contract with his employer stating specifically the terms under which he is employed, the rate of wages, the line of promotion, and providing for continuity of employment during good behavior, etc., is a slave not deserving the rights usually accorded citizens, and had better never have been born. A little labor history would probably be a great benefit to that class if it could only be placed before them. Buried deep in the records of our courts there is plenty of encouragement for the timid non-member. For instance, in the matter of the Petition of the Receivers of the Union Pacific Ry. Co., in reference to wage schedules of employees, which came up for hearing in the United States Circuit Court, District of Nebraska, in 1894, Judge Caldwell delivered the following opinion:

On the 13th day of October, 1893, on a bill filed for that purpose, this Court took into its possession, control and management, the Union Pacific Railway System, embracing the Union Pacific Railway proper, and some fourteen other constituent and allied roads, which together constitute what is known as the Union Pacific System.

Whether the bill states a case of equitable cognizance justifying the appointment of Receivers has not been mooted on this hearing, and we, therefore, express no opinion upon that question.

The system of which the Court assumed the management and control comprised 7,700 miles of railroad, and about 3,000 miles of water communication, and had in its employ over 22,000 men. The great body of these men had been in the employ of the company for a considerable length of time, some of them for as much as a quarter of a century. The relation of these men to the company, and their rate of wages, were determined in the main by certain written rules, regulations and schedules, some of which had been in force for more than a quarter of a century, and all of which had been in force, substantially as they stand to-day, for a period of eight years and more. These rules, regulations and schedules were the result of free and voluntary conference, held from time to time, between the managers of the railroad and the officers and representatives of the several labor organizations representing the men in the different subdivisions or branches of the service, viz.: The Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen, the Order of Railway Conductors, the Order of Railway Telegraphers, the Union Pacific Employees' Association, and the Brotherhood of Railway Trainmen. These labor organizations, like the rules, regulations and schedules, had become established institutions on this system many years before the appointment of the Receivers.

Two of the ablest railroad managers ever in the service of this system, and probably as able as any this country has ever produced, Mr. S. H. H. Clark and Mr. Edward Dickinson, now General Manager of the road, testify that these labor or-

ganizations on this system had improved the morals and efficiency of the men, and had rendered valuable aid to the company in perfecting and putting into force the rules and regulations governing the operation of the Union Pacific Railway, which, confessedly, have made it one of the best managed and conducted roads in the country. The managers of this great transcontinental line testify that it has been their policy to bring it up to the highest standard of efficiency, and to afford to passengers and property transported over it all the security and protection attainable by the exercise of the highest degree of intelligence on the part of those engaged in the operation of its trains, and they cheerfully bear testimony to the fact that their efforts in this direction have been seconded and materially aided by the labor organizations which are represented in this hearing. The good opinion of the men entertained by the managers seems to be shared by the Receivers, for in their petition to the Court in this matter, they declare: "That the employes, generally, upon the Union Pacific System are reasonable, intelligent, peaceable, and law-abiding men."

Among the rules and regulations referred to, and in operation when the Receivers were appointed, was one to the effect that no change should be made in the rules and regulations and rate of wages without first giving to the labor organizations, whose members would be affected by such change, thirty days' notice, or other reasonable notice. On the 27th day of January, 1894, the Receivers, without giving the men, or the officers of the labor organizations representing them, any notice, filed in this Court a lengthy petition, stating, among other things: "That, as Receivers herein, they have, from the time they entered upon their duties as such, as far as consistent with the proper discharge of their duties to the public, and with justice to their employes, inaugurated economies in every department, with a view to reduce the operating expenses as far as possible, and produce results fair to all those parties having liens upon the interests in the properties confided to the care of your Receivers." "Your petitioners further represent that they con-

ceive it to be their duty to make and carry into effect such reductions and such reforms of the rules, regulations and schedules without application being first made to the Court in that behalf;" and, stating further, that they had "revised the schedules aforesaid, upon principles which have seemed to them just, right and proper."

With this petition, the Receivers filed what they termed rules, regulations and schedules, which they asked the Court to approve, and order that they be put into effect on the 1st day of March, 1894, and the "employes directed to conform thereto." The petition also prayed for a very extended injunction against the employes.

On the day the petition was filed, the Court entered an order declaring that the rules, regulations and schedules prepared by the Receivers, and filed with their petition, were "prima facie reasonable and just," and directed that they become operative on the first day of March, 1894, and ordered an injunction to issue as prayed for in the petition. Upon the presentation of this petition, and the order made thereon, to the United States Circuit Courts for the Districts of Wyoming and Colorado, those Courts declined to give effect to the order in those districts, for the reason that the employes had had no notice of the proposed change.

Thereupon the Receivers applied to the Circuit Judges at their chambers in St. Louis to put the order made by the United States Circuit Court in Nebraska in force in the Districts of Colorado and Wyoming. This the Circuit Judges declined to do, but directed the Receivers to annul their orders adopting the new rules, regulations and schedules, and this having been done, they made the following order:

"In the matter of the petition for rehearing before the Circuit Judges of the application of the Receivers for authority to place in effect new and reduced wage schedules."

"Since the action of the Courts in the different districts in this circuit on the petition filed by the Receivers for leave to revoke the schedules of wages of the employes in force when they were appointed, and to adopt new and reduced schedules,

has not been uniform and harmonious; and since it is desirable and necessary that any order made on said petition should have a uniform operation upon the lines of railway operated by said Receivers throughout the circuit; and since the Receivers have revoked and annulled their action heretofore taken, ordering new wage schedules into effect on the first day of March, 1894, and have resolved that the entire matter of new wage schedules be held in abeyance to await further action of the Court, it is now here ordered as follows:

"First. That the petition of the Receivers for leave to set aside and annul the schedules of wages of the employes on the Union Pacific System in force when they were appointed, and to adopt new schedules equalizing, and in some cases reducing the wages of the employes, be set down for hearing before the Circuit Judges at Omaha, Nebraska, on the 27th day of March, A. D. 1894."

"Second. That the Receivers forthwith, or as soon as may be practicable, invite the proper representatives of the employes on said system to attend a conference at Omaha, Nebraska, commencing on the 15th day of March, 1894, for the purpose of conferring with S. H. H. Clark, Receiver (who is hereby specially designated and selected to conduct said conference on behalf of the Receivers), and such other person or persons as he may select to act with him, at which conference the entire matter of proposed changes in wage schedules shall be taken up, and, as far as possible, agreed upon between the said Clark and said representatives of the employes. Such conference to continue from day to day until such agreement is reached."

"Third. That in case there are any matters in difference remaining unadjusted, such matters of difference shall be clearly and specifically stated and presented to the Court in writing on or before said 27th day of March, 1894, and the hearing herein shall proceed as to such matters in difference before the Circuit Judges holding the Court, and after hearing the parties and their witnesses and counsel, the Circuit Judges will make such order in the premises as may be right and just."

"Fourth. That the Receivers grant to such representatives of the employes leave of absence to attend said conference and hearing, and furnish them transportation to Omaha and return."

HENRY C. CALDWELL,
WALTER H. SANBORN,
Circuit Judges.

In compliance with the terms of this order, a conference between Mr. Clark and his assistants, and the officers of the several labor organizations representing the employes of the Court, was held in Omaha. At this conference, an agreement was reached as to the rules, regulations and schedules relating to the train dispatchers and operators which has been reported to the Court and confirmed. This was one of the most difficult schedules in the whole list to adjust, and the satisfactory agreement reached in the conference shows the great value of a good-tempered, calm and intelligent inquiry in which both sides are represented, and in which both sides learn, perhaps for the first time, the ground on which the demand is made by the one and resisted by the other.

The Receivers had declared to the Court, in their petition filed on the 27th day of January, 1894, "That after careful consideration of the matter, and consultation with the managing officials of the Union Pacific System, they are of the opinion that the so-called rules, regulations and schedules of pay for train dispatchers and operators are entirely unnecessary, and they have, therefore, not only decided to disaffirm the same, but they have also decided that they will not prepare or establish any rules and regulations in lieu thereof; and with respect thereto your Receivers further advise your Honors that all of said train dispatchers and telegraph operators are employed on monthly salaries, which are determined in consideration of all the circumstances of each particular case, and are intended to cover all the services and all the time necessary in which to perform the service required from each of said train dispatchers and operators at the several respective stations on the lines of the Union Pacific System."

And yet, at the conference held, under the order of the Circuit Judges, the position assumed by the Receivers in their petition to the Court was found to be untenable, and was abandoned, and rules and regulations governing telegraphers' wages adopted.

It would serve no useful purpose here to state the causes which in the opinion of the Court prevented an agreement between the conferees upon rules, regulations and schedules for the other branches of the service. It is sufficient to say that they were of a character which do not in any degree militate against the usefulness or efficiency of conferences or the ability or fairness of the conferees. Freed from the state of things brought about by the erroneous proceedings of a majority of the Receivers in the beginning of this business, it is highly probable that the conferees would have agreed upon all the schedules. Failing to agree, the matter was brought before the Court, in accordance with the order made by the Circuit Judges. At the appointed time, the Receivers appeared in person and by attorney, and the employes by the officers of the several labor organizations to which they belong, and by their attorneys. Upon calling the case for hearing, the Court directed an order to be entered setting aside and vacating the order of the Court made on the 27th day of January, 1894, approving the rules, regulations and schedules framed by the Receivers without notice to or conference with the employes affected thereby, and also setting aside and vacating the order of injunction entered at the same time. The Court then announced to counsel, that the rules, regulations and schedules in force when the Receivers were appointed were still in force, and would be held and treated as *prima facie* just and reasonable, and that the burden was cast upon the Receivers to show that the wages received by the Court's employes under the existing regulations were in excess of a fair, just and reasonable compensation for the service performed, taking into consideration all the circumstances, and in view of the existing conditions.

The hearing proceeded on these lines, and the Court listened for a week to the testimony of witnesses.

Before stating the conclusions we have reached upon the facts, it will be well to state the leading principles which courts of equity must keep in view in this class of cases. When a court of equity takes upon itself the conduct and operation of a great line of railroad, the men engaged in conducting the business and operating the road become the employes of the Court, and are subject to its orders in all matters relating to the discharge of their duties, and entitled to its protection. The first and supreme duty of a court when it engages in the business of operating a railroad is to operate it efficiently and safely. No pains and no reasonable expense are to be spared in the accomplishment of these ends. Passengers and freight must be transported safely. If passengers are killed or freight lost through the slightest negligence to provide all the means of safety commonly found on first-class roads, the Court is morally and legally responsible. An essential and indispensable requisite to the safe and successful operation of the road is the employment of sober, intelligent, experienced and capable men for that purpose. When a road comes under the management of a Court on which the employes are conceded to possess all these qualifications—and that concession is made in the fullest manner here—the Court will not, upon light or trivial grounds, dispense with their services, or reduce their wages, and when the schedule of wages in force at the time the Court assumes the management of the road is the result of a mutual agreement between the company and the employes which has been in force for years, the Court will presume the schedule is reasonable and just, and anyone disputing that presumption will be required to overthrow it by satisfactory proof.

It is suggested that upon this question the Court ought to be governed by the recommendation of a majority of the Receivers. The suggestion is without merit in this case for several reasons: Four of the five Receivers are not practical railroad men, and are not familiar with the subject; two of them are lawyers residing in New York, one a merchant residing in Chicago, and one a railroad accountant having, doubtless, a thorough knowledge of the books of the

company, but knowing nothing about the wage schedules. These four gentlemen are eminent in the line of their professions and pursuits, and entirely capable of managing the financial affairs of this great trust, for which purpose they were, doubtless, selected, but their opinions upon the subject of wage schedules is confessedly of little value. The Court shares in their anxiety to have an economical administration of this trust, to the end that those who own the property, and have liens upon it, may get out of it what is fairly their due. But to accomplish this desirable result the wages of the men must not be reduced below a reasonable and just compensation for their services. They must be paid fair wages, though no dividends are paid on the stock, and no interest paid on the bonds. It is a part of the public history of the country, of which the Court will take judicial notice, that for the first \$36,000,000 of stock issued, this company received less than two cents on the dollar, and that the profit of construction represented by outstanding bonds was \$43,929,328.34. These facts are disclosed by the report of the "commission of the United States Pacific Railway Company," 1887, of which Mr. Anderson, one of the Receivers in this case, was a member. (See Report, pp. 51, 137.) There would seem to be no equity in reducing the wages of the employes below what is reasonable and just in order to pay dividends on stock and interest on bonds of this character. The recommendation of the Receivers to adopt their schedules cannot be accepted by the Court for another reason. That schedule was adopted without affording to the men or their representatives any opportunity to be heard. This was in violation of the agreement existing between the company and the men, by the terms of which no change of the schedules was to be made without notice to the men and granting them a hearing. This was a fundamental error. The Receivers should have given notice and invited the men to a conference, even if there was no contract requiring it. In answer to this objection to their mode of proceeding, it is said the order of the Receivers and the order of the Court extended an opportunity

to the men to protest against the new schedules after their adoption. The men could have small hopes of a fair and impartial hearing after the Receivers had prepared new schedules behind their backs which were declared by the Receivers and the Court to be "prima facie just and reasonable." This was very much like first hanging a man and trying him afterwards. It is small consolation to the victim of the mob to be told he shall have a trial after he is hanged. It is further said that the Receivers had the right to renounce the old schedules and adopt the new ones because the old ones were mere executory contracts. There are some executory contracts which Receivers may renounce, but they cannot claim the benefit of such contracts and at the same time renounce their burdens. This is precisely what was attempted to be done by the Receivers in this matter; they renounced the old schedules and adopted new ones reducing wages, but seemingly with no idea of absolving the men from the duty of continuing to work and operate the road, for in their petition they ask that their schedules be confirmed by the Court, "and all of the said employes directed to conform thereto." The Receivers were the first to break the contract between the Court and its employes, but if the converse had been the case, the Court could not have directed or enjoined the men to continue in its service. Specific performance of a contract to render personal service cannot be enforced by injunction, by pains and penalties, or by any other means. For a breach of such a contract the only redress the law affords is a civil action for the damages.

The Court is asked to apply to the employes in its service the principles of the early English statutes, which, by the imposition of heavy fines and penalties, forced laborers to work at fixed wages, and made it an offense to seek to increase them, or to quit the service of their employer. The period of compulsory personal service, save as a punishment for crime, has passed in this country. In this country it is not unlawful for employes to associate, consult, and confer together with a view to maintain or increase their wages, by lawful and peaceful means, any more than it was un-

lawful for the Receivers to counsel and confer together for the purpose of reducing their wages. A corporation is organized capital; it is capital consisting of money and property. Organized labor is organized capital; it is capital consisting of brains and muscle. What it is lawful for one to do it is lawful for the other to do. If it is lawful for the stockholders and officers of a corporation to associate and confer together for the purpose of reducing the wages of its employes, or of devising other means of making their investments profitable, it is equally lawful for organized labor to associate, consult and confer with a view to maintain or increase wages. Both act from the prompting of enlightened selfishness, and the action of both is lawful when no illegal or criminal means are used or threatened.

It is due to the Receivers and to the managers of this property to say that they have not questioned the right of the labor organizations to appear and be heard in Court in this matter, and that what they have said about these organizations has been in commendation of them, and not in disparagement. Men in all stations and pursuits in life have an undoubted right to join together for resisting oppression or for mutual assistance, improvement, instruction, and pecuniary aid in time of sickness and distress. Such association commonly takes place between those pursuing the same occupation, and possessing the same interests. This is particularly true of men engaged in the mechanical arts, and in all labor pursuits, where skill and experience are required. The legality and utility of these organizations can no longer be questioned.

The action of the Receivers is objectionable upon another ground. It would be difficult to devise any action better calculated to provoke a "strike." The method of adopting the new schedules was calculated to arouse resentment in the breast of every self-respecting, intelligent and independent man in the service. While they might have been willing to acquiesce in the reduction of their wages, they were quite sure to revolt against the manner of doing it. Whatever may be the legal right

of a railroad corporation to reduce the wages of its employes or discharge them in a body without giving them an opportunity to be heard, a Court of Equity will not act in that manner, or approve the action of its Receivers, who have acted in that manner. The Receivers, no more than the Court, should have undertaken to determine what wages were just and reasonable without giving the men an opportunity to be heard. It is fundamental in the jurisprudence of this country that no Court can rightfully make an order or render a judgment affecting the rights of one who is absent, and who has had no notice. The requirement that the Court or any other tribunal shall hear before it decides is much older than Magna Charta or our Constitution. It was written in the Book, three thousand years ago, that "He that answereth a matter before he heareth it, it is folly and shame unto him."

A further and conclusive answer to the contention in favor of putting the Receiver's schedules in force is found in the fact that Mr. Clark, the only one of the Receivers who is a practical railroad man, testifies that they ought not to be put into force without "some modifications."

As a result of the old code of rules and schedules, this company has been able to bring into every branch of its service, at reasonable cost, intelligent and capable men who have carefully guarded and protected its property and business interests until the train service upon the Union Pacific is to-day equal to any of the great railway systems of the country. Upon the question of the reasonableness of the old schedules we have had no trouble in coming to a satisfactory conclusion.

The record shows that all that portion of railroad mileage, where excess mileage has been allowed, runs through either a mountainous or desert country, where the men engaged in the operation of trains have to contend with heavy grades, and where the winters are long and often severe, and where the hazard of operating is necessarily greatly increased. There is practically no agriculture, and the cost of living is much greater than in an agricul-

tural region. As stated by Mr. Dickinson, "It is a pretty tough place to live."

The system of paying excess mileage, Mr. McConnell testifies, has been in vogue ever since the road was built, and was allowed because the company had difficulty in obtaining men who would stay in that region of country. If this system was a good thing for the company when operating the road, it is a good thing for the Court when operating the road. As a result of this system, men of intelligence and character have been induced to enter the service, and to establish permanent homes in regions of country where there is practically no business except the business in which they are engaged, and where, for many reasons disclosed by the evidence, it is not desirable to live. A system of rules and regulations by which the company has been able to bring into its service and retain for twenty-five years, in some instances, the class of men who have appeared before the Court at this hearing, is certainly commendable, and meets the entire approval of the Court.

In the opinion of the Court, the allowances made by the schedules now in force are just and equitable, when all the conditions are considered. The employes, under the present system, share the burdens of diminished business. They make less mileage and get less pay per month. The rate now paid is not higher than the rate paid on other lines operated through similar country and under like conditions, and, in the opinion of the Court is not higher than it should be for the service rendered.

Some of the employes with large families to support are seldom more than a few days' wages in advance of want, and if their present wages were materially reduced they could not live. The highest and best service cannot be expected from men who are compelled to live in a state of pinch and want.

It is a gratifying fact that the officers and representatives of the labor organizations of which the men interested in this hearing are members have unanimously assured the Court that whatever judgment is rendered in this case will be accepted by the men as a settlement of the dispute,

and that in no event, after such a hearing as has been accorded to them in court, will they "strike." We are confident these assurances will be kept.

When property is in the custody of Receivers, the law declares it to be a contempt of the Court appointing them for any person to interfere with the property or with the men in their employ. No injunctive order can make such unlawful interference any more of a contempt than the law makes it without such order. Such orders have an injurious tendency, because they tend to create the impression among men that it is not an offense to interfere with property in the possession of Receivers or with the men in their employ unless they have been specially enjoined from so doing. This is a dangerous delusion. To the extent that a special injunction can go in this class of cases the law itself imposes an injunction. For this reason, no injunctive order will be entered in this case.

In conclusion, we may be indulged in giving expression to the hope that in future, differences about wages between courts and their employes, at least, and we would fain hope between all employers and employes, resort may be had to reason, and not to passion, to the law and not to violence, to the courts and not to a "strike." It is a reproach to our civilization that such differences should result, as they often have, in personal violence, loss of life, destruction of property, loss of wages to the men, and loss of earnings to the employer, and when they occur on great lines of railroad, great damage and inconvenience to the public.

An order will be entered in the District of Nebraska continuing the present schedules (subject to the modification as to delayed or overtime) in full force and effect, and setting aside the order made by this Court on the 27th day of January, 1894.

Also an order directing the Receivers to cause 500 copies of a complete record of this cause, including the pleadings, evidence, opinion and orders entered in the several districts, printed and distributed, as provided in the order.

Also an order requiring the Receiver to pay the expenses of employes attending the conference ordered by the Circuit Judges, and while attending this hearing.

An order will be entered in the Districts of Colorado and Wyoming modifying the orders entered in those districts on the 26th and 27th days of February, 1894, to conform to the order now entered in the District of Nebraska, relating to the rules, regulations and schedules of pay.

After reading such a clear exposition of the merits of that case, and learning of the additional rights that are workmen's by means of union methods, what manner of man would it be that would wilfully turn his face against the unions? The trouble lies in the fact that it is difficult to get such matters properly before those who are most interested, and that to this day they are, to a great degree, unaware of the fact that the Courts recognize these schedules to be as binding upon the parties signatory thereto as if they were contracts.

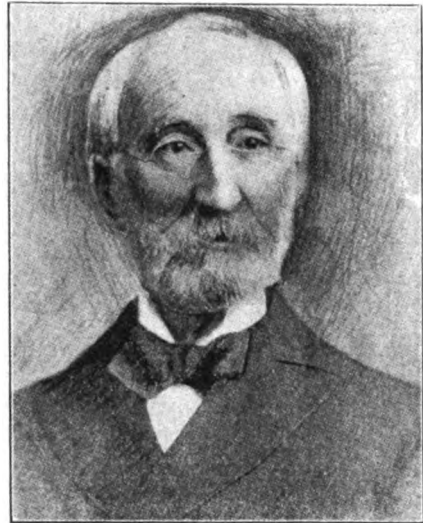
DEATH OF JAMES D. REID.

THE veteran telegrapher, James Douglas Reid, so generally and affectionately referred to as the "Father of the Telegraph," died at his home in the "Navarre" apartment house, 244 West Ninety-ninth street, New York, on Sunday, April 28. He was 82 years of age, and had but lately passed the anniversary of his birth, which occurred in Edinburgh, Scotland, on March 22, 1819. His death was due to an operation performed early in February for the removal of an abscess on his leg. While his health had been remarkably good up to the time of this operation, yet because of his subsequent weakened state, and of his advanced age, he was unable to rally from the shock, and has lingered along, gradually sinking away to his death.

In the death of Mr. Reid, a conspicuous figure in telegraph circles, and a close personal friend of Prof. Morse, the inventor of the telegraph, has passed away full of years and of honors. No one within the telegraphic fraternity held closer possession of the love and respect of its members than

Mr. Reid, and a feeling of profound sorrow, as of personal loss, will pervade all hearts at the sad news conveyed by this announcement. Mr. Reid's high qualities of mind and heart, his innate refinement and gentleness of manner, to which so many bear affectionate testimony, will render his memory a cherished one.

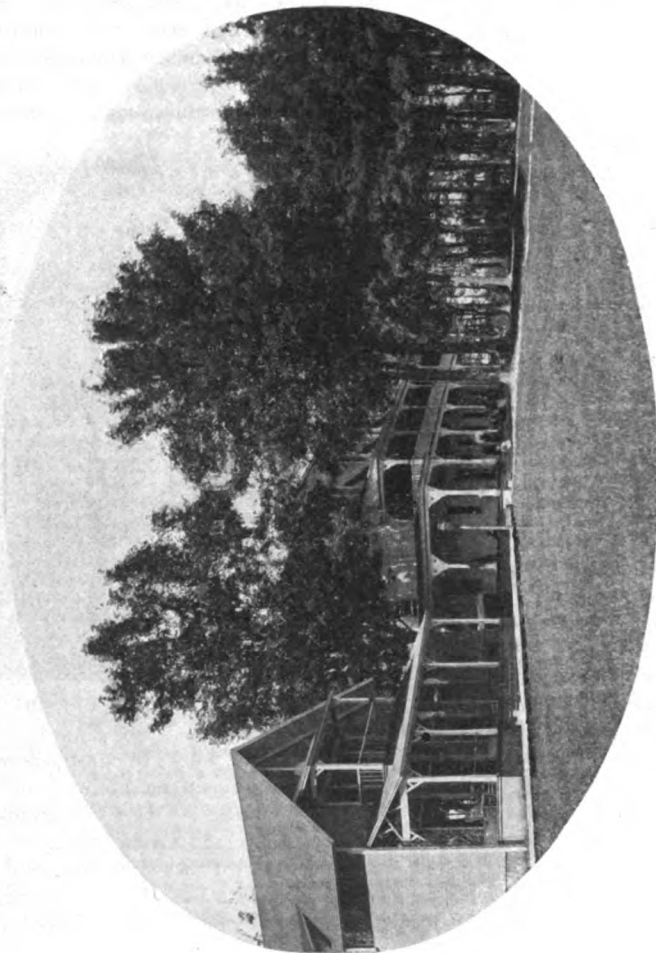
Mr. Reid, who since his retirement from the United States consulship at Dunfermline, Scotland, in 1897, had resided at Edinburgh, returned to this country, the land of his adoption, early in September, 1900.



JAMES D. REID.

The Old Time Telegraphers will associate with pleasant memories his attendance, as their guest, at their last annual reunion at St. Paul and Minneapolis, shortly after his arrival. It was the first and only public function at which he appeared, and the attention and honor conferred upon the distinguished visitor on the occasion was a source of much gratification to him.

Mr. Reid's contributions to the literature of the telegraph were numerous. His greatest work, "The Telegraph in America," a volume of nearly 900 pages, and which ran through two editions, and accepted as of standard authority, traces with highly interesting and minute detail the history of every telegraph company that had existence in the United States up to



LEELANAW HOTEL AT OMENA. GRAND TRAVERSE BAY, MICH.
Courtesy Pere Marquette Railway.

that date, besides presenting a vast amount of collateral matter, clearly showing the writer's familiarity with and grasp of his subject. His receptive mind was a storehouse of telegraphic information. This was due in great measure to his extensive acquaintance among those who were identified with the telegraph from practically the dater of its adoption, for he himself became connected with it as early as 1845, when as a young man he superintended the building of the pioneer Atlantic & Ohio line for Henry O'Reilly between Philadelphia and Pittsburg. His later experiences as promoter, constructor and executive officer in telegraph management brought him into intimate personal relations with those who were eminent in the profession. He founded and edited *The Telegraph Review*, April 1, 1853, a quarterly, and the first electrical publication in the world. He was one of the founders of the Telegraphers' Mutual Benefit Association, and was its first President, holding certificate No. 1 in its membership.

Andrew Carnegie, who as a poor boy accepted a position from Mr. Reid, at Pittsburg, first as a messenger, and afterwards as an operator, never forgot the kindness shown him by one whom he always regarded as his benefactor. On several occasions, Mr. Carnegie has referred to this incident, notably so at a dinner tendered to Mr. Reid at Delmonico's on the eve of his departure in November, 1889, to enter upon the duties of Consul at Dunfermline, Scotland. In person, Mr. Reid was of medium height, slim of build, and of courtly manner; the personification of a gentleman of the old school. During the late fall and early winter, he was a frequent and always welcome visitor in downtown telegraph circles.

Mr. Reid leaves a wife and daughter, the latter arriving from Scotland a few days before her father's death.

The funeral services, which were largely attended and highly impressive in character, were held at the Fifth Avenue Baptist Church, New York, on April 30th, at four P. M., and were conducted by the Rev. Robert S. MacArthur, D. D., and Rev. Henry M. Sanders, D. D., who dwelt at

length on the beautiful Christian character of the deceased. Mr. Walter C. Burton spoke eloquently of the telegraphic career of Mr. Reid, and of the intimate and cordial relations that existed between him and the fraternity in general, to whom were addressed his dying words: "Give all the telegraph boys and girls my love." There were a large number of telegraphers present, including many of the officials of the Western Union, the Postal Telegraph, and the Cable Companies.

The body of Mr. Reid was taken to Rochester, N. Y., his old home, for interment.—*From the Telegraph Age.*

A REMARKABLE INJUNCTION.



OUT from the backwoods somewhere in Kentucky comes another injunction against strikers that will serve as a model of its kind. In Hopkins County in that State, some working men have had the temerity to lay off until certain difficulties were adjusted, with the result that their employers sought the aid of the courts, and succeeded in getting out an injunction which is couched in the following extraordinary language:

"You are hereby enjoined and restrained from closing down the mines of the plaintiff, from injuring or damaging their property, from interfering with or destroying their business, from persuading, soliciting, causing or compelling any or either of their employes to stop work, or quit their service, or abandon his contract; from retaining any per centum or part of the wages of the employe or anyone of the defendants, whether with or without the consent of the said employe, or any money of said employe whatever, or soliciting, collecting or extorting from any person or persons any money or property, disbursing or paying or furnishing any money or property to any person or persons or set of persons, to be used by any persons or set of persons, for the purpose of maintaining, supporting, paying or furnishing any person or persons or set of persons engaged in any way in an endeavor to injure or damage plaintiff's mines or property, or to close

same down, or in persuading or causing or compelling any employe or employes of either of the plaintiffs from furnishing to or receiving from such other person or persons or set of persons, any money, property, supplies, arms, ammunition, liquor or other things to be used for the purpose or purposes aforesaid, and from doing any act in furtherance of the conspiracy alleged in the petition in this action."

ANOTHER DOG STORY.

I WAS on the line of the Canadian Pacific Railroad a short time ago, on a business trip, and one evening, while waiting for a train at a small station, I spent the time in the telegraph office. On the operator's table lay a small dog of the black-and-tan species, which occasionally raised his head and cocked an ear towards the clicking sounder, as though listening to the words being spelled out.

"Acts as though he could read Morse," I said to the operator.

"Yes, he acts that way," replied my companion, "and his actions are not misleading. That dog—I call him Dash—can read the Morse alphabet as well as any operator on this string; furthermore, he can place his paw on the key and transmit a dispatch in better shape than any telegraph college graduate that ever flashed a diploma. It took me several years to teach him telegraphy, but it was time well spent. Dash has made good use of his education, too. That dog is a hero. His name once appeared on the pay rolls of a great railroad corporation; but I will tell you the story.

"In the summer of 1894 I was agent for the Northern Pacific Railroad at a small station in Western Montana. That summer will not soon be forgotten by the men who were occupied on the Rocky Mountain division of the road at that time, for there were several events to make it memorable. With the warm weather came high water, and traffic was at a standstill for nearly two weeks. Damages had just been repaired and trains were running smoothly,

when the Coxey army put in an appearance, marching on to Washington. The army begged clothes and food from people along the line of march, and occasionally they borrowed an occasional locomotive and train of cars and traveled along with a reckless disregard to transportation rules and regulations. Following the Coxey movement came the A. R. U. strike; but that event has little to do with this story.

"As I said, the high water had subsided and the damage resulting therefrom had been repaired. Freight and express, long delayed, was being hurried to its destination. Express safes were filled with treasure, and some of the knights of the road decided that it would be a good time to make a rich haul. Bonita, a lonely little flag station, situated among the western foothills of the Rocky Mountains, was the place selected by the robbers to carry out their nefarious plans. I was sitting in my office one evening about 10 o'clock, one of my duties being to remain and report No. 2, which passed there about 11:30 P. M. The outer door opened, and I turned around, to face the forbidding looking muzzle of a 44 Colt's and a pair of determined eyes gazing at me through holes cut in a cloth mask. I never had much of a reputation for personal bravery, and when the command came to throw up my hands I obeyed with alacrity. Several other masked men then entered the office, and I was commanded to light and hang out my signal lamp. When this was done I was bound and gagged and thrown into a storeroom adjoining the office, one of the robbers facetiously advising me to keep perfectly quiet. In my helpless condition time passed slowly enough, I assure you. The desperadoes went outside to prepare for their work. Suddenly my attention was attracted by the sounder in the office without, which told me that some one was calling the superintendent's office at Missoula and signing my office call. At first I thought that one of the bandits was an operator, and was trying to ascertain whether or not the train was on time, but when the call was answered, and I listened to the following message, I knew that I

was the owner of a dog that was worth his weight in diamonds:

“‘BONITA, June 16.

“‘W. H. B., Missoula—Robbers here going to hold up No. 2. They have bound and gagged Williams and locked him in the freight room.

‘DASH.’

“At Missoula, the division headquarters, there was suppressed excitement, and or-

waiting for a clearance, and told that official to remain for orders.

“Mr. Brimson was not long in arriving at the office. He acted without waste of time, for be it known that railroad superintendents are great generals, in their way. He said: ‘Phone Col. Burt, at the fort, explaining the situation to him, and ask him to come over with a detachment of troops. Have McDermott make up a dummy train of coaches, with an empty



BIT OF LAKE SCENERY IN THE WILDS OF MICHIGAN.
Courtesy Pere Marquette Railway.

ders were being issued and carried out promptly. When Night Dispatcher Whitney received the unique telegram, he asked no questions. He did not know who Dash was, and the telegram might be a hoax. In the book of regulations for the government and information of railway employes there is one rule, printed in bold-faced type, that reads: ‘In case of doubt, take the safe side; run no risk!’ Mr. Whitney knew the meaning of that rule and he acted promptly. He ‘phoned the telegram to Superintendent Brimson, and the latter replied that he would come to the office at once. He then turned to the register window, where the conductor of No. 2 was

coal car next to the engine. Put plenty of straw and benches in the empty coal car. Get Sheriff Ramsay and his deputies out. Call Dr. Ruckley and his attendants from the hospital. Hold No. 2 for further orders.’

“The instructions were hurriedly carried out, and when Col. Burt arrived from the fort, with a detachment of colored troops, the dummy train was ready. Instructions were issued by the heads of departments, and the officers and troops entered the coal car, all understanding the part they were to play if the train was held up.

"It seemed to me that I had lain in the store room many hours when I heard the whistle of the approaching train, which soon came to a standstill. Then a few scattering shots were fired, followed by volleys, mingled with the sound of curses and groans. Then I heard steps on the platform, the store room door was opened, and in an instant I was free and looking into the familiar faces of friends. Three of the desperadoes were stretched upon the platform, and would never hold up another train; four others were wounded and in irons. Two of the colored troops were slightly injured.

"When the excitement had, in a measure, subsided, Superintendent Brimson said: 'Who is Dash, and how does it happen that the telegram warning us was sent from here?'

" 'There is the sender of that telegram,' I said, proudly pointing to Dash.

"The men who were present looked at me in a pitying way, as if they thought my late experience had made me delirious. 'I can prove my assertion, gentlemen,' I said. 'Sheriff Ramsay is an expert telegrapher, and will sustain me.'

"I lifted the dog to the table, and, opening the key, I spelled out the words: 'Dash, did you warn W. H. B. about the robbers?'

"The dog gazed around, with a seeming look of triumph in his eyes, then placed his paw on the key and ticked off the following: 'Of course; does any one doubt it?'

"The big Sheriff was listening, apparently thunderstruck, but he finally managed to gasp: 'Well, I'm d—d, if that dog isn't a dandy!' And then a shout went up that threatened to wreck the little office building.

"The rest is soon told. When Mr. Brimson made his report to St. Paul, orders came from the general manager to place Dash's name on the pay roll as operator, with a salary of \$50 per month. But he didn't hold his job long. The A. R. U. strike came on, and Dash and I went out with the boys. When the strike was over we were out of a job. Corporations are not always grateful.

"Here is your train. Sorry you can't stay a little longer. I had intended to have Dash send a telegram in your presence for the purpose of convincing you that he is all that I represent him to be."

I, too, was sorry that I was not able to remain. I have since been wondering whether the dog was an expert telegrapher, or his owner was a past master in the practice said to have been made famous by Ananias.

BURTON JAMES.



Woman's World

FROM VIRGINIA.

I N looking over the May TELEGRAPHER, I read the following: "For some reason, the Woman's World Department of THE RAILROAD TELEGRAPHER languishes from a lack of interest on the part of those for whose use and benefit it was intended."

This seems true, but I am sure the women are interested. How can they be otherwise? It seems to me that by this time, it should be dawning upon all minds that the O. R. T. is the telegraph operator's only refuge.

It is both tried and true. Storms of envy and fear and malice have howled about it, but it has remained steadfast, and towered above them all, majestic and sublime.

I am so glad I read those lines in the May TELEGRAPHER, and still more so that they were written. It does seem that we women have been slumbering, and leaving affairs of vital importance entirely to our brothers. Rouse up, sisters, and let us show our appreciation of the space allotted to us in THE TELEGRAPHER. Let us be thankful, and grasp the opportunity to do all we can for the good cause. We are but helping ourselves even then.

From the beginning, woman has ruled empires and kingdoms, so great has been her influence. She can still do so. She does not need to wield a royal scepter or wear a crown, unless, indeed, it be the sacred crown of motherhood.

Let us see to it, sisters, that the rays of our influence be shed abroad, and do let them be ennobling and refining.

Let us never again grow weary and faint by the wayside, but let the luster and effulgence of our brilliant O. R. T. star of truth and right guide us on to victory.

VAUGHAN.

HOME AND STATE.

NE of the popular arguments against woman suffrage is that which makes the home and the State separate institutions, and assigns woman to take care of the home and man to take care of the State. This "argument" proves nothing but the ignorance of the person who advances it.

Prof. Woodrow Wilson in his admirable work on "Historical and Practical Politics," says:

"What is known of the central nations of history clearly reveals the fact that social organization, and, consequently, government, originated in kinship. In other words, the original state was a family. Historically the State of to-day may be regarded as, in an important sense, only an enlarged family; State is family writ large."

The care of the family devolves equally on man and woman. No one argues that a man has no right to interest himself in affairs of State merely because he is a husband and father. No one argues that because he has charge of the State he is incapacitated for marrying and founding a home. Any legislator who would advance such propositions would be speedily ridiculed into silence. But on every hand, from the lips of the foremost statesmen of the day, you will hear that women have nothing to do with politics or the State, because the home is woman's sphere, and if she concerns herself with politics, or the affairs of State, she cannot be a good wife or a good mother or a good housekeeper. And meanwhile in all our great universities the student of sociology and practical politics finds on the first page of his text-book that "State is only family writ large."

It follows from this that the State is as much woman's sphere as it is man's; that

if man can take a practical interest in his home and the State at the same time, so can woman, and instead of saying "Woman's sphere is the home, therefore she must keep out of politics," we must show our knowledge of history and sociology by saying, "Woman's sphere is the home, therefore she must concern herself with politics, for home and State are one."

LIDA CALVERT OBENCHAIN.

LIFE'S GIFT.

I SAW a woman sleeping. In her sleep she dreamed Life stood before her, and held in each hand a gift—in the one love, in the other freedom. And she said to the woman, "Choose."

And the woman waited long, and she said "Freedom."

And Life said: "Thou hast well chosen. If thou hadst said 'love,' I would have given thee that thou didst seek for; and I would have gone from thee, and returned to thee no more. Now the day will come when I shall return. In that day I shall bear both gifts in one hand." I heard the woman laugh in her sleep.

OLIVE SCHREINER.

ONE SOLITARY WOMAN.

A WOMAN has been arrested in Denver on a charge of fraudulent voting. The despatches say it is the first case on record. Women have been voting in Colorado for eight years, in Kansas for fourteen, in Idaho and Utah for five, and in Wyoming for thirty-two. If during this time only one woman has been charged with fraudulent voting, it is a pretty good record.

A great many men in Denver are charged with having voted fraudulently at the same election. Two hundred and one men are under indictment for election frauds in St. Louis alone, while at a recent election in Philadelphia the number of fraudulent votes cast is said to have mounted up into the thousands. There is hardly a large city in which more or less illegal voting does not go on. This is not

regarded by anyone as a proof of the unfitness of all men to vote, but no sooner is one solitary woman charged with illegal voting than the fact is telegraphed from one end of the country to another, and quoted seriously as a reason why all women should be debarred from the ballot box.

Secretary of the Navy Long says he has never yet heard of an argument against woman suffrage that was not an insult to the intelligence of a ten-year-old boy. Certainly this particular objection would come under that head.

ALICE STONE BLACKWELL.

WOMEN AS TREASURERS.

AN interesting fact brought out by the recent elections in Colorado is the marked tendency of Colorado men to elect women as city treasurers. Mrs. Margaret Robbins was unanimously chosen city treasurer of Idaho Springs. At Aspen, Mrs. E. A. Kenney was re-elected to the same office by a large majority. Mrs. Jennie Gale was elected city treasurer at New Castle, Mrs. Emma C. Palmer in Greely, Mrs. Clara A. Clark at Alma, Mrs. Mary Shanks at Ouray, Miss Nellie E. Donahue at Victor, and Mrs. A. N. Frowine at Manitou.

In several other towns women came very near being elected city treasurers, running ahead of their tickets, and in a number of cities in Kansas, women were chosen to the same position. In almost all these places, the men outnumbered the women, so if women are put in office, it is because the men wish to have it so. In these days of bolting bank cashiers and manifold embezzlements, perhaps the men feel that this particular office is safest in the hands of the sex that is least given to stealing and stock speculation. Whatever may be the explanation, there can be no doubt of the fact that in the Western States, women are in favor as city treasurers. A number of women were also chosen city clerks.

ETHEL C. AVERY.

Poetical

Twenty Years Ago.

I've wandered to the office, Tom, I've sat down
at the key,
Upon the same old railroad that "fired" both you
and me;
But none were left to greet me, Tom; and few
were left to know,
Who pounded brass upon that pike some twenty
years ago.

The jobs were just as few, Tom; the students
many more
Were plugging at the same old key, where we
plugged years before;
The agent old, sleeps in the earth, which, when
the wires were low,
Afforded us a circuit there, some twenty years
ago.

The dear old place is altered now; they have a
brand new table,
Its predecessor "hayed" us up whenever we were
able;
But the same old sounders on that desk with
voices growing low,
Was music to our ears, dear Tom, some twenty
years ago.

The boys were playing some old game, you bet
it wasn't free;
I have forgot the name just now you've played
the same with me
On that same spot; 'twas played with dice, by
throwing so and so;
The loser never paid his board—there, twenty
years ago.

The cedar poles are larger now, the wires they
carry more,
Much hotter than they used to be, when we took
down their "roar;"
The station park is ruined now, where once we
played the beau,
And flirted there with pretty girls, just twenty
years ago.

Within that park, upon a tree you know I cut
your name,
Your sweetheart's just beneath it, Tom, how well
I did the same;
But a heartless wretch, he stole her love, for
Tom you were quite slow,
He married her for cash, they say, some twenty
years ago.

My eyes are growing dim, dear Tom, my steps
are not so free,
It's few old timers now I know, excepting you
and me;
And when our time shall come, Tom, and we are
called to go,
I hope they'll lay us where we "hammed," some
twenty years ago.

CLYDE C. LARY.

Arion, Iowa.

King Toil.

This poem was read by Frederic Almy at the
dedication of the Pan-American Exposition at
Buffalo.

A King is crowned on this May day
With pomp beyond the dreams of Kings;
From pole to pole extends his sway,
And half a world its tribute brings.

Two continents of freedom bend
Before his throne a willing knee,
And Gods and Titans condescend
To serve the lord that is to be.

The bolts of Jove are in his hand,
Niagara yields, the seas obey;
Not Xanadu or Samarcand
Can match his palace of a day.

With throbbing flags instead of drum,
With flashing streams instead of sword,
King Toil, the King of Kings, has come;
Of all mankind the hope and lord.

And Beauty comes, as Queen of Toil,
To share his rainbow jubilee;
Art tempering use, as a sweet foil—
A bow of hope across our sea.

Toil's Barons twain of Brawn and Brain
Their countless triumphs here display,
For Brawn has wrought what Brain has thought,
And both are passing proud to-day.

Three great nativities emboss
Peace on the young King's diadem—
The Northern Star, the Southern Cross,
And the white star of Bethlehem.

Though head and hand still vex the land
With civil strife for share of spoil,

The fettering past shall break at last,
And peace on earth shall dwell with toil.

Culture and wealth shall learn to hold
Their gifts in trust for other's joy;
Love shall wash Ishmael's feet, and gold
Shall urge its hard and base alloy.

Here in Toil's temple opal-hued,
Blazing with gold and amethyst,
Its brief, eternal pulchritude
By fountains laved, by fire kissed,

We pledge the century which shall close
A great millennium's splendid page,
And lead Man, conqueror o'er old foes,
To the new tasks of a new age.

What is Success?

Is it to worship earthly, groveling Gold,
And, dollar-blinded, to look only down,
To rake the muck-heap and forget the crown,
Until Youth's bounding blood creeps strangely
cold;

To dwell with Envy, Arrogance and Dread,
To barter all Benevolence for dross,
To lose Companionship—nor feel its loss,
Because the flower of Sympathy is dead—
Is that Success?

To labor for the rainbow bubble, Fame—
Afloat so early in the morning air—
A perfect jewel for a prince to wear—
Is it a recompense for all its claim?
Thro' careful night, and crowded, strenuous day,
Thro' iron rebuff, or flattery—like snow
That leaves one thirsty—it is grasped, and lo!
It vanishes in Nothingness away!—

Is that Success?

With comrade Duty, in the dark or day,
To follow Truth—wherever it may lead;
To hate all meanness, cowardice or greed;
To look for Beauty under common clay;
Our brothers' burden sharing, when they weep,
But, if we fall, to bear defeat alone;
To live in hearts that loved us, when we're gone
Beyond the twilight (till the morning breaks) to
sleep—

That is Success!

—Ernest Neal Lyon in *Success*.

The Letter He Did Not Mail.

As he left the house in the morning,
Said his wife: "Here's a letter to mail;
And see that you don't forget it!"
So he told her, of course, he'd not fail.

As he placed it into his pocket
The address on the letter he saw,
And the name of it was somewhat familiar—
It was that of his mother-in-law.

And then a grim fact he remembered,
That his wife had threatened to send
And invite her to make a long visit—
What else could this letter portend?

A look of profound resolution
Did over his features prevail;
For a week it reposed in his pocket—
The letter he did not mail.

Then one evening, when home returning,
He met his dear wife at the door,
Who asked if he'd mailed that letter
She gave him the week before.

He told her, of course, he had mailed it.
"Then it's very peculiar," said she,
"For I'd written before to mother
To ask her to visit me.

"And that letter was to inform her
I'd rather she'd wait till next fall;
But here she arrived this morning—
She never received it at all!"

Until he was alone he waited,
Then kicked himself like a flail,
And tore into uttermost atoms
The letter he did not mail.

—Tobacco Worker

Six Days of Labor.

To him who for six days a week
Can rarely call an hour his own,
How sweet to watch the Sabbath break,
And bless the light that heaven hath thrown.
Oh! welcome more than tongue can name,
The dearest morn that greets our soil
Is that the Sabbath bells proclaim,
Which shuts the busy world of toil.

From morn to eve—from morn to eve—
Still wakening but for work alone;
Oh! heaven, it is a blest reprieve
To have one day to call our own;
One day to breathe a wider span;
Unfettered by the bonds of trade,
To leave the plodding ways of man
And view the world which God hath made.
—Charles Swain.

The Shame Belongs to All.

Shame on the miser with unused riches,
Who robs the toiler to swell his hoard,
Who beats down the wages of diggers of ditches,
And steals the bread from the poor man's board.

Shame on the owner of mines whose cruel
And selfish measures have brought him wealth,
While the ragged wretches who dig his fuel
Are robbed of comfort and hope and health.

Shame on the ruler who rides in his carriage
Bought by the labor of half-paid men,
Men who are shut out of home and marriage
And are herded like sheep in a hovel pen.

—Ella Wheeler Wilcox.

FACETIOUS

Farewells.

"We may never meet again this side of eternity."

"Well, so long!"—*Puck*.

Unprogressive.

"That paper railroad of yours, how does it progress?"

"Well, it's still stationery."

At Large.

Mrs. Wiggles—Does your husband have a "den?"

Mrs. Waggles—No, he roars all over the house.—*Somerville Journal*.

A Likely Yarn.

Lady—"I suppose you got that red nose from drinking rum?"

Sandy Pikes—"No, mum. I stuck me head out of de car door an' me nose rubbed agin de bricks on de side of de tunnel."

Two Toos.

Three Irishmen had four guineas to be equally divided among them. After several unsuccessful efforts by two of them, the third settled the business thus: "There are two for you two, and here are two for me too."

Secrets Not to Be Kept.

He—You know they say a woman can't keep a secret.

She—That's a libel. A woman can keep a secret as easily as a man can—all but two kinds. There are secrets that aren't worth keeping and others that are too good to keep.

The Difference Explained.

The teacher asked the class wherein lay the difference in meaning between the words "sufficient" and "enough."

"Sufficient," answered Tommy, "is when mother thinks it's time for me to stop eating pudding; 'enough' is when I think it is."—*Tit-Bits*.

One on Uncle George.

"Charlie," said a visitor to a bright little five-year-old, "are you going to be a dentist, like your father, and pull people's teeth when you grow up?"

"No, sir," replied Charlie; "I'm going to be a lawyer, like Uncle George, and pull people's legs."—*Chicago News*.

How He Told.

"That girl," said the dentist, "must work in a restaurant."

"Why so?" said the next customer, looking after the retreating figure.

"Because," replied the D. D. S., "the first thing she said when she came in was 'Draw one.'"—*Philadelphia Bulletin*.

The Point of View.

"Mike," said Plodding Pete, "do you t'ink New York is de wickedest city on de map?"

"No, sir," answered Meandering Mike. "Dese little towns is de ones dat sets de dogs on you an' makes ye saw wood, instid of arrestin' you an' tryin' to make you comfortable."—*Washington Star*.

In Training.

"How far is it to the next town?"

"Ain't formed no opinion."

"Do you think it is going to rain?"

"Got no opinion, stranger."

"Where's the best hotel here?"

"No opinion on that, sir."

"What's the matter with you? Are you crazy?"

"Never formed any opinion."

"Well, say, tell me what you mean by such answers."

"Stranger, don't tell any of the fellows around here, but I'm trainin' for jury duty at th' next session 'o' court."—*Baltimore American*.

"Push" Would Have Been Better.

Right side and wrong side lie so close together that the ability to generalize from a single example—Emerson's definition of genius—is sometimes misleading. A New Orleans lawyer, who was recently asked to talk to the boys of a business school, prefaced his address by a few extempore remarks.

"My young friends," he said, "as I approached the entrance to this room I noticed on the panel of the door a word eminently appropriate to an institution of this kind. It expresses the one thing most useful to the average man when he steps into the arena of life. It was——"

"Pull!" shouted the boys, with a roar of laughter, while the horrified politician recognized that he had taken his text from the wrong side of the door.

He Hacked Off His Leg.

Caught in a bear trap on the banks of Athabasca, near Milford, Me., John McLeod, a lumber scaler, was obliged to cut off his leg. The trap was too heavy to move, and was sprung in such a way that he could not reach over and release it. He was far from any human being, and the only way out of it seemed to be to cut off the leg.

That was done easily, because the leg upon which he operated was of wood. But when he stumped back to camp, it made him mad to hear the jeers of the French-Canadian cook of the lumber crew.

"Why you no take off you whole laig, ah? You get out um thrap and no spile you wood laig 'tall, ah?"

Such a way out of his difficulty had not occurred to McLeod before.

None of His Business.

While waiting for the train, the bride and bridegroom walked slowly up and down the platform.

"I don't know what this joking and guying may have been to you," he remarked, "but it's death to me. I never experienced such an ordeal."

"It's perfectly dreadful," she answered. "I shall be so glad when we get away from everybody we know."

"They're actually impertinent," he went on. "Why, the very native——"

At this unpropitious moment the wheezy old station master walked up to them.

"Be you goin' to take this train?" he asked.

"It's none of your business!" retorted the bridegroom, indignantly, as he guided the bride up the platform, where they consoled with each other over the impertinence of the natives.

Onward came the train, its vapor curling from afar. It was the last to their destination that day; an express — nearer, nearer, it came at full speed, then in a moment it whizzed past and was gone.

"Why in thunder didn't that train stop?" yelled the bridegroom.

"'Cos you sed 'twarn't none of my business. I has to signal if that train's to stop."


And as the old station-master softly stroked his beard there was a wicked twinkle in his eye.—*London Spare Moments*.



Our Correspondents

"BASIC SOCIAL PERCEPT."

BY JOSE GROS.

 ON the first Sunday of May of the present year, a certain president of a certain republic heard a certain sermon in a certain little church of a certain town. It was as follows, according to the *New York Journal*, May 6th:

"So long as our vast fortunes are built up on the wrecks of private industries, and trusts and combines and corporations with multi-millionaires of capital make corners of the necessities of life, and this is sustained by *public sentiment and protected by law*, our land may continue to bring forth plentifully, our mines and mountains may continue to pour forth their rich ores into the lap of industry, and wealth may increase somewhere; but the injustice, the oppression, and the corresponding poverty and crime will continue.

"We see the rich man and great corporations augment their riches by robbing the poor, and administering large charities for the relief of the poor. We see great fortunes, amassed under legal forms of extortion, standing at the head of great philanthropies, and endowing great institutions, as if the selfishness of greed could atone for its own injustice and cruelty by bestowing alms."

The Reverend who was brave enough to utter such unpalatable truths, unpalatable to certain classes of men, was unfortunate enough to give us the following conclusion of his brilliant analysis on present social conditions:

"The remedy for our ills will not be found in this or that political party, this or that financial policy, this or that administration, but *in* the sacrifice of life upon the cross."

What could the Reverend mean in the last eight words? Perhaps he meant that if he dared to go into details about how to suppress social evils, he would lose the opportunity of making some kind of a living for self and family. Who can go very far down into social truth in the land of the free, in the home of the brave? Mighty few, it seems, unless they want to be nailed to the cross of poverty, pain, obscurity, the cross of social death, as Christ was nailed to the cross that took him back to his throne of glory. Can it be possible that there is no difference between rotten political parties with rotten financial policies, and hence rotten administrations on one side, and something of a righteous, sensible, honest political party having an honest financial policy, and, therefore, able to evolve a righteous, honest, administration of public life, because of like causes begetting like effects?

How few men can yet, on the threshold of the twentieth century, grasp the conception of right doing in our public life, our collective agreements or devices, by which to create a healthy or unhealthy atmosphere, by which to breed and inhale greed or brotherly love, the spirit of God, or that of Mammon? It is pitiful to see and meet so many fine men unable or unwilling to catch the difference between what is in accord or against all moral principles in our general relations, the ones by which we fix the processes through which our own human laws shall allow us to live on earth, for evil and not for good.

Take now, for instance, the following self-evident concepts: We can only have a healthy progress, that is, a sound, symmetrical human growth, through complete unity in the fundamentals of social existence, with

complete freedom in incidentals. The fundamentals! What is that? To see that the social order respects the natural rights that God gives to all men, and hence to see that the same social compact does not invite the predatory instincts of any men, as it has been done by all powerful nations, and is the case yet to-day. That is, let society respect the moral law on one hand, and the order of the universe on the other, and the kingdom of heaven, of righteousness, shall be here before we know it. Is that a difficult job?

Truth in connection with human activities, private or public, is naturally inclosed in a few clear perceptions of fundamental honesty, to be realized through a few simple rules, agreements, understandings, applied to all our most important relations, simply respecting the equal, natural brotherhood rights by God granted to all men. That simplicity of truth naturally brings—simplicity in all the important details with which to realize truth. Why not?

Take the element of land, natural resources, all kinds of it any where under the clouds, and down to the greatest depths to be attained. Is not that the element through which alone man can live on earth? Hence justice or injustice in land distribution; monopoly or ethical freedom between man and land, natural resources, shall determine the quality of human development. Hence, if injustice, land monopoly, is the prevailing force, human development is bound to be unjust, wrong, satanic, from inception to finish, in all personal and social relations, no matter what incidental good may creep here and there because God has not given to men the power to be totally bad. They would have destroyed civilization long ago, if they had received any such power. Hence the limitation imposed upon men by the "*all-wise Father*."

The logic of the preceding paragraph can be illustrated as follows: Just as the solar heat with its all-pervading energy, determines and controls all the productive forces of the planet, so land monopoly—land being the source of all wealth—determines and fixes who shall own and control the wealth produced by the workers of nations, and so

who shall control the destinies of the people who are not monopolists, but simply wealth producers. That is, land monopoly determines the slavery and degradation of the millions totally or relatively kicked out of land possession by the few controlling at least the bulk of the best and most favorably located land for production, transportation, and exchange.

And so we march on, generation after generation, openly or silently sanctioning, with our public sentiment, all the wrongs and barbarisms of monopolistic laws, creating wretchedness, immoralities, degradation, meanness, encouraging greed and low ideals, justifying our own wisdom in lieu of justifying the wisdom of God through the initiation of God's righteousness at the bottom of the social structure. And what is that bottom? The natural rights of all men to the storehouse of Nature, to the primary element of all life, land, from which all comes, and to which all returns, man included, outside of the human soul. And wherever that soul may go later on, what joys can we expect to have if we did not work, tooth and nail, to establish on earth, at least, a decent civilization, one in which we should not need to devour each other through laws of injustice? And how shall those stand who thought, like the old pharisees, that praying and almsgiving could make up for the sin of legalizing robbery in national life?

THE CONSPIRACY OF CAPITAL.

[CONTINUED FROM PAGE 447.]

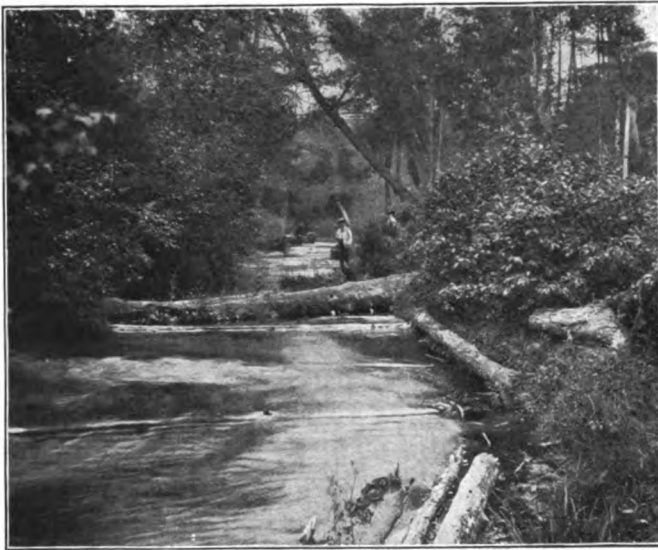
THE TRUSTS.

Among the great chain of trusts that stretched over the land there was probably none that better illustrated the viciousness of the principle of irresponsible private control than the National Railway Trust under consideration. Whatever was evil in it could be charged to that system of management which gave unrestrained freedom to the selfish greed of man, to his dangerous ambition for power over his fellow men, and to all the resulting exactions, cruelties, corruptions and tyrannies that flow from these two lowest qualities of the human

heart. The evil power of monopoly under private control had been recognized and fought by the Anglo-Saxon people for more than a thousand years. Laws against commercial and industrial combinations were a part of their governmental traditions. And because of the limitations of time and distance resulting from the slow means of transportation and communication, they had found no great difficulty in regulating the private control of industries with a few

sible control of great labor-employing industries and such gigantic, natural and artificial monopolies as those here officially gathered together.

The two great trusts whose presidents were consulting so closely together, have been mentioned at length, because typical of the times, and, with one or two exceptions, more powerful, perhaps, than any others here represented. But all were more powerful than was consonant with the freedom of



A MICHIGAN TROUT BROOK ON LINE OF PERE MARQUETTE RAILWAY.

court decrees and penal statutes. But the destruction of those limitations by the railroad and telegraph, was so sudden, and the growth of industries and combinations consequent thereto was so rapid, that before the people were fully aware of it, their regulating machinery (as regulation had hitherto been understood) was inadequate for the purpose, and dazed and bewildered, they sank under the industrial combinations that soon overwhelmed them. No other theory, perhaps, could account for the apparent submission of so intelligent a people as the Americans to the glaring evils of the private and irrespon-

the people affected by them either as laborers or patrons.

One of the most, perhaps the most, important personages in the room, was the President of the International Banking Association. He represented a heavier capitalization than any one present. English and German money lords had joined their power to those of America, and the combine controlled the fate of nations. They were the arbiters of peace and war in the two hemispheres. They were more. Their fiat carried moderate prosperity or abject poverty to millions in the midst of peace and plenty.

They were the Gods of the elements of the industrial atmosphere. They rode on the wings of commercial storms, launched the whirlwinds of panics, and spoke peace to the troubled waters of trade. They commanded the money of the world, and under their manipulation money had truly become what it had been so tritely defined, the lifeblood of industry. They had fastened upon the civilized world a money system so astounding in its power to afflict sorely the industrial and civil liberties of men and nations, that Satanic cunning must have doffed his cap and bent his knee before those nineteenth century masters of the legerdmain of greed, and bowed his head in shame at their utter selfishness. And yet, withal, it was so simple and unpretending, that the Divine intelligence must have blushed for the dupability of his creatures who became its willing victims. By making an insignificant metal commodity money, and forcing the vast commercial exchanges of the world to a basis of barter for it, they put themselves in the way of controlling the possession of its limited supply, and thereby controlled the exchanges, the commerce, the trade, the industries of the earth.

As the tides of the ocean follow the movements of the moon, so the tides of trade followed them. And the heart of trade instead of acting automatically as it should, instead of expanding and contracting solely in response to the needs of industry, became simply as the blacksmith's bellows, responsive principally to outside manipulation, and acting, for the most part, artificially. But the American President of the monetary bellows was very cheerful over it. He did not doubt his ability to pump to the entire satisfaction of his associates. He was "sleek-headed" and fat, and evidently "slept o' nights," as his Cæsars would have him do. There was no suggestion in his looks of the "lean and hungry Cassius," and yet he was dangerous. But he was jolly, and seemed in a most complacent good humor with himself and the world, as he talked with the President of the American Press Association.

This latter gentleman, more like Cassius in physique than in heart, was a tall and graceful gentleman. The banker was much

interested in him, financially as well as otherwise. His "reports" were much used by all the capitalists present. He, too, was a power in the country; but he was well under the control of the trusts. The capitalists did not fear him, but they needed him, and made a great man of him. It was his province to "educate" the people, and to see to it that no information reached them that they ought not to have.

Reform was a pestilence that never swept over his wires, nor spread through his papers. He was the Sphinx-like front to the conspiracy of silence that prevented unwholesome truths reaching the ears of the multitude. The American people had read of a censorship of the press in the dark and tyrannous despotism of the effete East. They had heard that the autocratic Russian and the brutal and bigoted Turk and the heathen Chinese made use of that arch instrument of darkness to keep their subjects in happy ignorance of their degradation and slavery; but as for themselves, the freedom of the press was their loudest boast. Nay, it had been, but no longer was; for that proud boast had fallen before the vilest censorship ever maintained, the censorship of cowardly venal greed that had laid its foul hands upon this palladium of popular liberty and secretly filched it away. And that which the revolutionary fathers had deemed important and sacred enough to place among the constitutional political rights of the people, had crumbled at the corrupting touch of private capital.

The press was no longer free; it had become the grateful, fawning servant of its master—Capital. The great dailies of the large cities and the weekly journals of widest circulation throughout the country that controlled the news agencies of the nation, had prostituted their high powers to the basest uses of the reigning plutocracy. The brilliant and talented editorial and reporter staff that conducted them were but the willing or unwilling, conscious or unconscious tools of the cunning heaps of wealth that owned them, and counted them along with their oils and ores and rails and merchandise and other gross, material things that constituted their stock in trade. But it could not be truly said that the press man-

agers and editors were always venal and mercenary in the coarser sense of those terms, any more than it could be said that the drunkard and gambler and bar-keeper were in the same sense advocates of the saloon, and all its kindred evils, for as the latter have breathed the foul atmosphere of their vile habitats so long, that it has become a part of their mental and moral nature, so had the former, the editors and managers of the press, lived and moved in the more refined, perhaps, but no less vile and vicious atmosphere of capitalism until their minds and hearts had become normal to it. This atmosphere of capitalism, full of its disease-spreading microbes, had penetrated to the editorial rooms through the business department of the paper.

Newspapers required money to run them. Expensive machinery had to be bought, large buildings rented or constructed, and big pay-rolls permanently maintained. The independent but respectable days of the modest but mighty handpress had passed away. Companies had to be formed and incorporated. Stocks and bonds had to be sold, and wealthy and steady advertisers found. This was the opportunity of capital, and the freedom of the press was secretly and silently buried alongside the free ballot and industrial manhood. The genius and talent of the editor, that once had been the true capital of the publishing office, now became its least necessary appendage, and instead of his establishing the paper, as in the times from Franklin to Greeley, it now established him. He became a hireling, a sycophant paragraphist and a paid writer of advertisements, extolling the virtues of his masters' wares, his schemes and plans for plundering the people and governing the nation. The street fakir, the patent medicine vendors, and the shoe string peddlers were his superiors in independence and respectability. The owners of their goods, at least, were not standing somewhere behind them hidden from the people, and pulling the wires that worked their jaws as the owners of the editor were.

The noble profession of journalism, that once had towered alongside that of the statesman and philosopher, became, under the industrial system that dominated it, simply a department in an advertising and news

vending bureau. And the survival of the fittest had once more demonstrated its unfitness to survive. But the President of the Press Association was hobnobbing with greatness, as he understood it, and fancied himself the equal of the mighty banker with whom he was conversing.

The President of the Telegraph-Telephone trust was there. He held one of the wires to which the puppet-newsman dangled. Indeed, he was an expert with wires in a double sense. It was his business to work them in both a literal and a figurative way, and he understood his business, particularly the latter part of it. He controlled the lines of communication among the people. They couldn't exactly know "where they were at," without his aid, and he charged them a good round price for it. For three hundred years those benefactors of the race, those patient delvers into the mysteries of natural science, had worked on the problem, their partial solution of which had resulted in the instruments which his monopoly controlled. The sum of those centuries of intellectual labors which had been freely given to the world, this man claimed, with placid presumption, as his, and privately proceeded to control it.

He had scattered a few thousand poles about over the country, stretched a few tons of wire upon them, attached a few thousand batteries and signal apparati, the actual cost of the whole of which did not exceed twenty-five million dollars, and lo! he was a king, and a multi-millionaire, and likewise possessed the earth in common with the people (?) no, in common with the other thirty-nine collossi assembled with him.

He was undoubtedly a great man. He had capitalized his patrons for more than one hundred millions of dollars. He exercised autocratic power over thirty thousand knights of the key, the faithful telegraphers who expended their lives in his ill-paid service. He turned his telephone exchanges into sweat shops, where delicate girls and women labored at his nerve-wrecking and health-destroying switch-boards for a miserable pittance. He robbed of employment men who needed it, and stunted and dwarfed the prospective citizen, in order to squeeze dividends from child-labor, his messenger

boys. And having established his monopoly over the people, he was so grateful for the franchises they had given him, and for the privilege of "private control" with which they had entrusted him, that he rewarded them by helping to muzzle the press, and by joining the patriotic band of forty conspirators who were here assembled.

In appearance, he was tall and spare, like the President of the Press. He was far past the middle age, and his once black hair and beard were tinged with grey. His manner was sedate and dignified, and he had quite

who respectively represented absolute capitalization of one hundred and fifty millions and sixty-four millions of dollars, and the number of whose employes was estimated to be over one hundred and eighty-thousand; the President of the Northwestern Flour Trust, who, through his mills, his elevators, his alliance with the railroads, and his arbitrary and swindling system of wheat grading, held the farmers of the grain States in his easy grasp as well as the consumers of his products; the President of the Cotton Trust, who controlled that textile from the com-



WALK AT ROARING BROOK, A FAMOUS RESORT.

Courtesy Pere Marquette Railway.

the air of a clergyman. One would hardly suspect him of possessing the "business ability" with which he was credited. He was listening very patiently to the conversation of the banker and the newsman, occasionally joining with a word.

The broad and spacious rooms, connected by large sliding doors now thrown back, were comfortably filled with conferring magnates. Besides those already mentioned, a list of those present included the Presidents of the Anthracite and the Bituminous Coal Trusts, both of whom were co-investors with the Iron King and the Railway Despot,

press to the finished fabric; the President of the Dressed Beef and Pork Trust performed the same philanthropic office for the meat producers and consumers; the President of the Sugar Trust, who controlled that prime staple, and taxed the people as his greed prompted; the President of the American Harvester and Agricultural Machinery Trust, who sold his goods cheaper in South America than to the farmers about the factory; the President of the Builders' Supply Trust, that had gathered in one after the other the monopolies that controlled the manufacture of nails, saws, bolts and nuts,

hinges, wood screws and sashes and doors—his capital ran close to the hundred millions, his employes were thousands, his patrons, the nation; the President of the Municipal Light and Power Trust, who controlled street railways and illumination in forty great cities, and more than one hundred and seventy large towns; the President of the American Arms and Ammunition Trust, who was expecting to be an important factor in suppressing the expanding ideas of labor—his trust manufactured the strongest arguments used by the Capitalism of the day; the President of the Western Dam and Irrigation Trust—his concern was the youngest of any, and he was modest—he rested content with the possession of the biggest half of the Republic; he was more than king, more than despot, more than Turk, he was God out there. In his domain, prayers for “rain” came up to him, and if accompanied by the cash, he might pro rate the drouth among the others who had likewise prostrated themselves before him. And last, but not least, were the Presidents of the Standard Oil Trust and the Fire and Life Insurance League, who had distributed the colossal wealth which they controlled liberally among the other trusts here represented, owning large blocks of stock in most of them.

The President of the Railway Trust, big and rotund of body, massive and square of face, eyes heavy lidded, but sharp and penetrating, turned from the Iron King, with whom he was conversing, and looking quickly at his watch for a moment, rapped sharply upon the long table near which he was standing. The Presidents of the Trusts who were scattered about the room in groups of from two to half a dozen, some seated, some standing, turned attentively towards him and ceased their conversation. And what became known to history as the Cabal of the Trusts was in session.

CLINTON BANCROFT.

SOCIALISM.

I am glad so many of the brothers are taking an interest in this discussion of socialism. One brother seems to have it very badly mixed; undoubtedly he has not given this subject very deep thought.

For convenience sake, socialism is generally divided into two kinds, practical and ideal, or elementary and advanced socialism. Practical socialism means the collective ownership and operation of the means of production and distribution. The postal system is socialism, as far as ownership, but not complete in operation. Every man, woman and child is part owner, and cannot sell or transfer their holdings. Under socialism, all industries, such as mining, manufacturing, farming, transportation, etc., would be thoroughly organized, similar to our postal system. The head of each industry would be one of a central governing board, and the general manager of that industry.

All managers, superintendents and foremen of mines, railroads and manufacturing plants, etc., are now elected or appointed by the ownership part. Under socialism, all industries being collectively owned, the workers would elect their own managers, superintendents and foremen, and they would be elected for their ability and fitness for the position, subject to recall upon non-fulfilment or neglect of duty. This would be a deathblow to trouble between laborers and capitalists.

Under socialism, the cost of all articles of food, clothing, etc., or service performed, would be the time in hours and minutes it took to produce that article, or perform the service. At present the cost of an article to the consumer is labor cost with interest, rent and profit added. To those who wish to know what the labor cost of producing an article is, I would advise them to send a postal card to the Commissioner of Labor, Washington, D. C., requesting him to send them the Thirteenth Annual Labor Report. Instead of money as we now have, we would have labor checks, instead of dollars and cents, it would be hours and minutes, as all would be workers in some useful industry or profession. The only way possible to procure money would be by labor. Interest, rent and profit could not exist under socialism. Those who now live on interest, rent and profit, would have to look for employment in some industry or profession, and do useful work instead of being a

consumer of wealth only, as now. They would become a producer, and add to the wealth-creating power of the nation.

I will deal further with this in a future letter on useless professions and labor. As each new labor saving machine came into use, or labor-saving methods are adopted, they would add to the wealth each laborer would receive, or reduce the hours of labor to make room for the men that the machine or new method displaced. Under private ownership of the machine, the capitalist gets the benefit. Under socialism the worker would get the benefit.

To those who do not know what socialism is, and those who think they do but do not, I would advise them to get the following books and paper: Merrie England, Co-operative Commonwealth, Red Light, and Appeal to Reason. I can furnish the lot for \$1.00. Address A. B. C., box No. 2, Station No. 4, Saginaw, E. Side, Mich. Make money order payable to F. E. Jones.

A. B. C.

HOW DO YOU LIKE IT?

Brother Hiller is like the puncture in my bike tire, for the more I try to fix it, the worse it leaks. He seems to have more time to read and write than most of us do, and also seems to think that it is no use trying to remedy existing evils, but professes to believe that they will get out of style, and good things be substituted for them "while we wait." However, he has failed to convince me, and I will now, if I can get a little space, ask a few questions.

What would Brother Hiller think or say if he saw a farmer who, while the cattle were destroying his crops, kept sowing and planting, but made no effort to protect his crops by repairing the fence where the cattle came through to them? He would most certainly pronounce that farmer a proper candidate for the fool house. He seems to think that when a law is once passed, all should cease their criticism of the article, and that when once a measure is defeated, that defense of the same should be made a criminal offense. If that is as it should be, then his theory of the survival of the fittest, and that whatever is, is right,

together with the position of the fatalists is incontestible.

But, as there is some of this paper that I am writing on still unused, and as I am dissatisfied with his conclusion, I am going to insist that progress is due to one thing. That one thing is known by two names at least, desire and discontent. Desire is the incentive by which we induce causes that add to our happiness by creation, and discontentment is the incentive by which we remove causes of obstacle to our happiness.

Our efforts may be well or illy directed, but it is an effort all the same, and only success can demonstrate anything beyond doubt.

I doubt much that a considerable number of our members have been very much benefited by membership in the Order, so far as it is to be considered financially, but I consider our organization as anything but a failure. I might as well claim that the time I was going to school was wasted, on the ground that I did not get any money for my attendance, as to claim that the money I pay for my membership in our Order was wasted because I did not get any raise in salary since I have been a member.

But I do not believe that either the time in one or the money in the other case was wasted. The only regret I feel in regard to having went to school is that I did not go longer, and in regard to my money paid to the Order, that there are two years skipped in my membership, and for which I did not pay.

I do not believe that the O. R. T. will be the sole means of our emancipation from bondage, any more than I believe that I could get on a train here and ride it across the ocean, but I do believe that it is the proper means to avail ourselves of, in order to reach the ocean and fit us to meet on its shores, all the toilers in every branch of useful labor, and for members of that near-at-hand commonwealth where men and women who toil to produce all that we need or desire, will not be a disgrace to the community in which they exist, and no longer a burden on an idle aristocracy that absorbs their products, and

clothes itself with glory by bestowing on the more unfortunate of us charity, in the form of the articles that we have produced. It sounds to me as if they said, you made a bad trade, and we will let you have a little of your product back so you can live and let us skin you some other day.

Brother Hiller must work in some office far from the tariffs of the transportation company he serves. If he would study some of those documents, and compare with those of the express company, maybe he would not be so anxious to defend the present system.

I want to know some good excuse for the existence of the pass being allowed to anybody. I find by inquiry, that the storekeeper does not allow his clerk to supply himself out of the store free of charge. The postmaster does not get his letters carried free because he works for the people. The farmer does not let his hired man carry off part of the crop because he works for the farmer. Then why should a railroad man carry off part of the transportation simply because he works for a railroad company. If I have worked for, and am working for a railroad company as



GLIMPSE OF OTTAWA BEACH, MICH., ON THE PERE MARQUETTE RAILWAY.

As for me, I would like to know why an express company in a State that is committed by its statutes to the prohibition of liquor traffic, will carry beer the same distance for thirty cents per hundred pounds that they charge sixty cents a hundred pounds for carrying an article of commerce not prohibited, and why they can carry the beer for five cents less per hundred pounds in a State where it is unlawful to carry it, than they do for a shorter distance in a State that is committed to the license system?

I would like to know some good christian reason why the wealthy should ride on trains without paying fare, while the poor are compelled to pay full rates, go on foot or stay at home.

agent or operator, I can get all the transportation I want by asking for it of most any company besides the one I am employed by. The section man that works for \$1.10 per day cannot get one little pass though.

If we got our just dues, and reasonable rates were charged for transportation, and charged to all alike, do you think you would not be able to pay for what traveling you desired to do? Or are you like the fellow I met the other day, who read in the Appeal to Reason, that a reasonable rate of fare would allow the humblest workingman to go across the continent, said that such an arrangement would paralyze every industry in the country, for even if it could be done at such a low rate,

it would set everybody traveling, and there would be nobody to do the work.

The farmer rejoices when he sees men plenty and help cheap, and kicks when he gets a low price for his products, and fails to see that the cheap help cannot buy any more than what he will give it for the wages paid, and that whatever he demands in the way of profit is simply resulting in that fictitious quantity known as over-production.

Brother Hiller, please don't push us poor fellows down too hard. We may be taken suddenly rich some time, and then it will be hard to explain? I jumped onto Socialism in these columns once with both feet, and believed that I saw in it the downfall of the whole creation, but I changed my mind when I investigated the matter, and acknowledged my error in THE TELEGRAPHER. Brother Hiller, I am astonished to hear you mention such a thing as national insurance for the benefit of the working people. That is the worst kind of Socialism. Time.

CERT. 2724, GRAND DIV.

FROM WASHINGTON, D. C.

BY EVA McDONALD VALESH.

It now seems practically certain that the machinists have made a success of their nine-hour demand. In the first place, the number of men who went on strike was far less than had been anticipated, and this for the cheering reason that many employers conceded the nine-hour day between May 15th and May 20th.

It is, indeed, a record of victory gained through organization without a resort to violence or disorder of any sort. The strike has been a peaceful one wherever it has happened.

It is interesting to every member of organized labor because the machinists could not have been successful standing alone. For the past three months they have had the support of the 750 volunteer organizers of the A. F. of L., and the services of twenty special organizers, who were among the most experienced men to be found, and the moral support of the whole movement. Organized labor all

along the line has made the cause of the machinists their own, and this victory is only the precursor of others to come in future years.

The machinists made their demand a national one, and this seems to be the part of wisdom. Employers are more willing to give concessions when they feel that their competitors are doing exactly the same thing. Employers are beginning to understand that long hours of labor are no advantage to them, and that it is a good thing to deal with organized bodies of men who represent the highest skill in their trade. Of course there are plenty of employers who still need education on this question, but it is coming very rapidly.

Probably never in the history of the labor movement did the unions get so much space in the columns of the daily papers as to-day, and so much respectful consideration. Scores of capitalistic papers have conceded the right of the machinists to organize and ask for a share of the prevailing prosperity, and while deprecating strikes, have advised employers to treat them and their demands with consideration. The machinists this time stood for all organized labor, and the lesson is the more interesting on that account.

The building trades are doing very well indeed. Already the carpenters report a number of concessions of eight hours without decrease of pay and with no strike. The plumbers, painters, bricklayers and masons are all doing very well, thank you. In more than one section, unions in the building trades are complaining that there is annoying delay because the employers have failed to organize and act as a body. It causes endless confusion and annoyance to attempt to deal with individual contractors.

The spirit of organization is certainly abroad, and employers occasionally awake with a rude shock to find that the unions, during all these years, have been learning some valuable lessons in the art of organizing, and can give them points.

The textile workers of the North and South have united under one head, and

have applied to the A. F. of L. for a charter. This is one of the most important labor movements of the year.

Hereafter capital may wage war among its members for control of the cotton industry in one section or another, but the operatives will be a unit in aiding each other to obtain better industrial conditions, regardless of sectional boundary lines.

The several organizations of textile workers held a conference in Boston, on May 11, with James Duncan, First Vice-President of the A. F. of L., as Chairman. The conference was a harmonious one in every respect, and its result is a matter for general congratulation in labor circles.

The Southern cotton operatives need assistance in organizing and securing the enactment of labor laws, similar to those of Massachusetts. The Northern operatives need to be guarded against the danger of Southern enterprises where fourteen hours a day and unlimited child labor is the rule. Who knows but the textile operatives will hold the center of the stage next May, and secure a reduction of hours?

Mother Jones has turned her attention to a new field of labor. She is organizing the servant girls in Pennsylvania, and promises to swoop down upon New York City one of these days. Ten hours a day and a minimum of three dollars a week sounds reasonable enough as a basis of organization. If to that Mother Jones can guarantee a certain standard of skill in proportion to wages over three dollars a week, every housekeeper in the land will encourage her organization. What a help the servant girls could be in increasing the demand for union label goods in every household.

The youthful Mr. Schwab, who gets a salary of a million a year from the steel trust, permitted the Industrial Commission to bask in the effulgence of his smile, a few days ago. The Commission is in rather a somnolent condition anyway, and it was positively overawed by Mr. Schwab's airy persiflage. He told the most astounding stories about wages in the steel industry, and declared labor unions a nui-

sance. He didn't bother to produce statistics, and the Commission didn't seem to have the courage to ask for any. Young Mr. Schwab will know more in a year or two, and probably draw a smaller salary to accompany the wisdom.

FROM THE LONE STAR STATE.

Some of the boys seem to have quite a little trouble in getting next to Brother Hiller's philosophy, but it's as plain as day to me, and, with your kind permission, I'd like to explain to those Socialist chaps what Brother Hiller means.

In the March issue of *THE TELEGRAPHER* Brother Hiller says: "The one aim, object and purpose in life is to live till we die. Nor will any of us cease to abhor the repugnance of doing all that we have to do to keep life within us, and our bodies in a healthy condition." That is, Brother Hiller never ceases to abhor the repugnance of his one object in life, which is to live until he dies. That's plain, ain't it?

He says: "We cannot turn aside from nature. The rough billows which destroy the vessel are just as natural as the 'sea of glass.'" He means by this, that when you go to sea in an old tub and get swamped, you have no kick coming; but you mustn't take a big ocean steamer that can withstand the rough billows, because that would be "turning aside from nature," and, besides, it would show that you don't abhor the repugnance of keeping alive till you die.

He don't believe in "turning aside into some new course untried, untested, unproven." Of course not. Every course should be tested and proven before it's tried. Our present high state of civilization has been brought about by this very policy. George Washington and his co-laborers refused positively to have anything to do with a Republican form of government until it had been tried, tested, and proven.

Dad Thurston wouldn't touch the O. R. T. until he found it worked successfully; then he tried it.

Brother Hiller is as "progressive as a man dare be, but he certainly believes in

keeping in the beaten paths." Certainly. That's the very way Edison got hold of all his inventions, by keeping strictly in the beaten paths. These windy socialists will tell you that our beaten paths of to-day were at one time "new courses, untried, untested, and unproven." That monkeys would still walk forty miles up stream to where they could jump over, if some old ring-tail hadn't prevailed on his brothers to lock arms and tails together and swing themselves across. That, if they had waited until this was tried, tested, and proven, they'd still be doing their forty

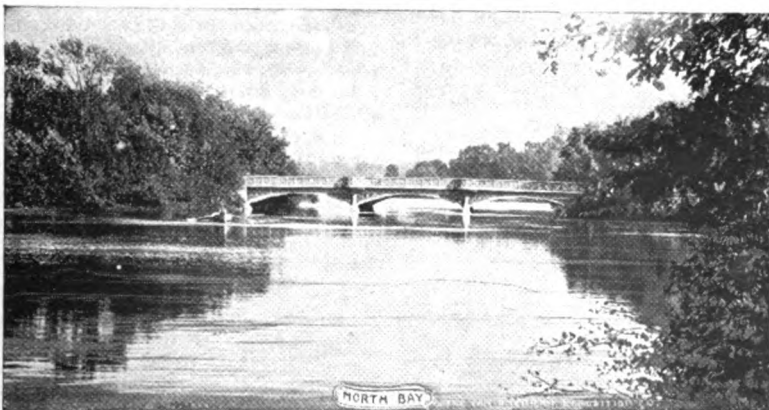
mile stunt. That's not a philosophical view of the matter. They should have kept in the beaten paths, and if any old monk got mad because his fellows refused to co-operate with him and bridge the stream, instead of footing it forty miles, why, he'd just be "sulking in his tent," that's all.

It's a beautiful philosophy, when you get onto it; so simple and consistent. Have only one object in life, which is to live until you die, and then never cease to abhor the repugnance of it.

Yours fraternally,

R. T. LYLE.





GLIMPSES OF THE PAN-AMERICAN EXPOSITION AT BUFFALO.

FRATERNAL

Denver and Rio Grande Ry.

Second and Third Divisions—

Having seen the worthy effort of some good Brother, on the First Division, to give us a few items from that part of the system, will try and do the same from this part of the road. If we have a Division correspondent, he is evidently a busy man, for nothing has appeared in THE TELEGRAPHER from this part of the road in three years.

Salida dispatcher's office, Second Division, First District, A. S. Exter, R. H. Rice and F. H. Reeser, first, second and third tricks.

Salida, Third Division dispatchers, T. Killen, F. G. Dew and R. L. Ingman, first, second and third tricks. Last named having been recently promoted from day operator in superintendent's office. It was well earned, Bob. You have the best wishes of all the boys along the line.

Salida "RY" office, days, Bro. A. C. Huffsmith, a first-class man and a good fellow to work with Salida "RY" office, nights, Bro. F. L. Hall. Fred's smile is enough to give you a new lease on your good humor. When is it coming off, Fritz?

Across the tracks in "S" office, our good Bro. R. P. Rubin, handles the "9's" and looks after the wires. "13" he is too busy to even get a chance to test for wire trouble. His night man we don't know, but "13" he is O. K.

Brown's Canon, day operator, Bro. F. B. Homan. "B" is laying off at present, being relieved by Bro. Keys, regular night man. Extra man nights. Understand Bro. "B" has gone East to get out a patent on his "Quick Hatching Incubator." How about it? "B" can't say whether last eggs cooked or were frozen.

Nathrop, agent and operator, Bro. E. L. Campbell. "C," you have the best office on the Division, no wonder you are contented.

Buena Vista, agent, H. Butler; day operator, Bro. W. H. Davis. Bro. Davis is organizing a co-operative colony. It is a worthy object, boys, and if you want a home drop him a line, and he will gladly give you particulars. The night man signs "CB," but as yet have not learned his name.

Riverside, day operator and agent,, Bro. W. Allen. Bro. "N" is fond of out-door life. Perhaps this accounts for the scarcity of game in that neighborhood.

Granite, day operator and agent, Bro. S. J. Melvin; night man, Bro. Chandler. Have heard all is not harmony here. Come boys, kiss and make up again. It is better to be friends when we are all working for the same cause.

Malta, agent, W. S. Cole; day operator, Vaughan and night operator, Jackson. Both are new men. Have not heard if they are with us. They seem to be first-class fellows, though, and no doubt they are.

Arkansas Valley Junction, Bro. Worth presides here. Throws the switch for hill engineers, and answers the telephone. This must be a "good thing." Ten men have worked here in the last year.

Leadville, day operator, Bro. H. J. Fulton. "F" worked nights at this place a good many years before the day work fell to his lot. Night operator, Bro. Brubaker, a new man, too. "JS" thinks those freight bills that stare him in the face each p. m. might easily be transferred to the proper department.

Ibex, Bro. A. Lewis. At last Bro. "A" has steady position. The weather up there is cold enough to enable him to hold on to it too. Ha, ha.

Kokomo, next. Here we are greeted by our Local Chairman, Bro. W. H. Meek. Bro. Meek's work in straightening up the difficulty at Hayden some time ago, cannot be too highly commended. He is the right man in the right place. We almost forgot Bro. A. D. Warren presides at Hayden, now.

Tenn. Pass comes next. Here is a good roast for anyone. Bro. Wm. Reynolds, agent, and day operator; night man, Bro. C. W. Grubbs, a first-class man, too. Bro. Reynolds is trying hard to turn loose of this job. Don't blame you, "RN" anything should be preferable to "PS" at this time of the year.

Pando next. Bro. G. W. Wills, day operator and agent. "W" is always on hand. Night man, O. Sewell, who seems to take all his cat-naps in daytime. Bro. "O" is at present dreaming of the good fishing that is soon to be had right close by.

Red Cliff is next on the list. Bro. W. A. Finney, agent and operator. Hope you will soon get the change you desire, "Q." Night operator, Bro. Hoban, who was recently reinstated, thanks to our Local Chairman, Bro. Meek.

Second District, Second Division--

Minturn, dispatchers, Bro. W. M. Hindman, first trick, and H. Wistner and M. B. Murphy, second and third tricks. Geo. Masten, chief dispatcher. Bro. W. E. Tester, operator in dispatcher's office. "Q" has had his share of moving in the last six months, and now can't find a house to live in. Hard luck, is it not?

Over in "MI" office, Bro. S. W. Maynard, agent, is a first-class fellow to work with. Day operator, E. M. Goodman.

Avon next, with Bro. H. F. Comstock, agent and operator. Bro. "K" is one of our G. C. men. Night operator, Bro. G. H. Hall. "KN" recently invested in a new bike. It is better to ride alone than walk all of two miles to see her, is it not, "KN?"

Wolcott, Bro. J. H. F. Scholl. "S" is not near as large as his name would indicate, but has the heaviest station on the Second District. Regular night man, O. A. Byrn. Bro. "O" is laying on at present.

Eagle, agent and operator, Bro. E. A. Enos. "NS" says the new depot fills bill. Night man, Bro. Allen. "HA," don't let the second trick man scare you.

Gypsum, agent and operator, Bro. G. W. Henry. "H" enjoys a good night's rest once in awhile now since he has no night trains to meet.

Shoshone, Bro. E. E. Ewing. "EW" says "HN" is allright in summer, but it is (?) in winter weather.

Glenwood, E. L. Gamble, agent; Bro. G. H. Colson, day operator. "C" is as steady as a clock, and a good man. Night operator, E. F. Reed.

Carbondale, Bro. V. T. Brown, agent; day operator, Bro. Evans. Here is a place you see nothing but work. "BR" is happy though since he got a helper.

Aspen, day operator and cashier, Bro. A. D. Pratt. "AD" has been with the D. & R. G. just twenty-one years, and is the oldest man in the service on the Second Division, and the Third also. Night operator and clerk, Bro. A. J. Hughes. "AJ" evidently likes his position. Hughes' smile is also very contaminating. Don't forget to give us a bid.

Next on the list is New Castle; from here the trains go over the joint track to Grand Junction.

We find a full set of O. R. T. dispatchers in the New Castle office. Bro. K. G. Morley, chief dispatcher and first trick man; Bro. H. K. Morley, second trick; Bro. H. M. Sykes, third trick. Day operator, Bro. Robinett; night man, C. A. Douglas, recently third trick man on the Third Division at Salida. "D," had you listened to us your little difficulty might have been adjusted. Better come in and be one of us. The D. & R. G. has a straight agency here, Bro. P. J. Reynolds in charge.

Third Division—

Mears Junction, first station open out of Salida. Here we find Bro. Henry Smith. "SM" devotes his spare time to oil painting, and turns out some creditable work.

Marshall Pass, J. F. Blattenburg, day man. "B" is a member of the O. R. C. Blet, don't you think an O. R. T. pin would look good on your vest lapel? Night operator, Bro. Brown. "B" intends to hang out his shingle, and doctor aches and pains in the near future. Boys, you that have no life insurance should join the Mutual Benefit Department before "B" gets his diploma.

Sargent, agent and day operator, W. R. Reed, vice Austin Anderson, who resigned not long ago. Bro. Anderson carries with him the best wishes from all the boys along the line. "A" was the next oldest man on the Second and Third Divisions. Night operator, Bro. A. T. Ingman. "AT," you should have a day job soon.

Parlin, Sister Rogers answers up for "g's" and devotes her time to croquet.

Doyle, agent and operator, Bro. J. H. Schuckhart. "SK" seems to be well contented.

Gunnison, day operator, Bro. H. R. Aiken. "HA" is also one of the contented ones. Night operator, J. F. Greenland. "G," our latest knowledge placed you on the delinquent list. Come, Jim, pay up, if you have not already done so.

Iola next, with Bro. G. L. Linscott in charge. This is the only Brother on the Second and Third Divisions we don't know, personally. Hope we will see you soon.

Sapinero, Bro. W. T. Bozman. "BO" is another of our contented ones. Say "BO," if you want to see the Denver Carnival this fall, better get your bid in early.

Cimarron, Bro. C. P. Zoellner. Zol, you seem to have plenty of spare time. We wish we were as lucky.

Cerro Summit, Sister Mrs. I. E. Byrns. "RN" has been here a long time and is always right on deck when wanted.

Cedar Creek, Sister Lena Crews, who has been looking after matters on the west side of Cerro Hill for a long time.

Montrose, here presides our ex-General Chairman, Bro. J. S. Hill; he was obliged to resign the position of General Chairman on account of failing eyesight. You have our sympathy "J," and hope you will soon be all right once more.

Whitewater, Bro. Jas. Page, agent, postmaster and mayor. Understand Bro. Page contemplates resigning next spring.

Lake City, Bro. P. B. Gates, agent and operator. Bro. Gates don't have quite as much grief as formerly, but still he says has no time to loaf.

Ouray, Wm. Mittendorf, agent.

Crested Butte, Bro. D. H. Williams, agent; Bro. J. O. Boyle, day operator and clerk. This is another station where every day is just like the previous one, plenty of work in sight at 7 p. m. to keep them busy from 7 a. m. next day to 7 p. m.

Grand Junction, manager, Bro. A. A. Burke, and Bros. D. F. Day, R. H. Skeggs, Albert Kuhn and A. M. Johnson. "J" being a recent addition to our Order.

Villa Grove, agent, A. C. Patchen.

Orient, Bro. J. G. Garland, our General Chairman, is agent here. "G" passed through our city some weeks ago, but did not stop. However, we have his card to show he did not pass us up altogether. Come again, Brother, and stop awhile.

Moffat, Bro. C. W. Walters, agent and operator. A very busy man, so we will pass along with a hand-shake from him.

Hooper, regular agent, A. Loehwing, laying off at present, being relieved by Bro. A. F. Maid, recently from Salida "RY" office, and going to

Grand Junction soon. "MA," we have only one medicine to prescribe for your restless spirit, "get married."

At Mosca, the next and last station, we find Opr. J. A. Ray, who is relieving Bro. F. J. Laben, regular man. Boys, "RA" seems to repent of his actions in 1893, why not extend the hand of fellowshipship.

Bro. Haley, formerly of "HD" office, Minturn, laying off at present.

CERT. 196.

Chicago Commercial Notes.

Owing to the cheap policy pursued in both offices here, all good operators are warned to stay away, as the work is hard and wages small.

The Postal is experiencing lots of trouble with its average slips, several operators being discharged and others suspended for falsifying their averages. The operators are almost compelled to do so to remain at work, as the company expects an operator to handle a certain amount of business, whether the wires are working or not.

The Postal is losing all its good operators on this account, and also on account of the favoritism shown to some.

Mr. Clevenberg, formerly night chief operator W. U., has resigned to accept the managership of Schwartz, Dupee & Co.'s New York brokerage house, at a salary of \$300 per month. Bro. Clevenberg was well liked by every one here, he being an ideal chief, every operator securing justice and fair treatment under his regime.

It was all a mistake about Bro. Louie reforming; although he is a pillar of the church, it is said he never forgets to rub it in good and plenty when an operator is on the carpet before his throne. Bro. Louie is quoted as saying that fifty dollars is more than enough salary per month for the finest operators, and if he had his say that sum would be the limit.

Bro. Finlay is now assistant chief operator and is well liked.

The Fair and Fred Gresheimers sell Union made shoes and clothing, and glory in the fact. All Chicago boys should patronize these stores, and always ask for the Union label.

Herman Hanson has recently secured an \$80 position with Swift & Co. as telegrapher. Hanson is studying law under Tom Benson.

There are several of the Brotherhood boys who take especial delight in working the "bonus" wires of the Postal. Brothers, why don't you take a tumble and chase yourselves; a bonus man lasts about two years, then he is a "has-been," and the company gets another mark to do your work; besides, you are cheating another man out of his daily bread.

Bro. Austin, if you see this, send Bro. Perham a few hundred words on "bonus wires" for the July copy.

Oh, ye gods! how's this for intelligence? "What good is it going to do me, what will I get out of it?" This is a common query among our bright operators when approached in reference

to joining the Brotherhood. These are the people who have worked a life-time for forty to fifty dollars per month.

Harry Codd, Deacon Ellis, Mrs. Hulén, Fat Perry, Dehoff, Duff, Drummond, Brown are with the Postal.

Bro. F. Williams, formerly with the Santa Fe, resigned from the Postal to go to the Stock Yards.

James P. Browner, Geo. Downie, M. A. Maloney, Buck Anderson, B. A. Underwood, Tom Shafer, Fred Byington, Chas. Byington, Tony Anderson, Charley Anderson, Chas. Fuhrman, are at the W. U.

Bro. Fuhrman is now repeater chief at W. U. Charley is a good boy and well liked.

E. J. Anderson has quit the "biz." to take up cattle ranch in Montana. Success to you, Ed.

Fatty Lombard is still pegging away; he has twenty scalps in his belt, having taught that many suckers the "Art" of Telegraphy.

There are several broker operators out of jobs on account of the recent many failures here. McKinley was right, we have prosperity.

Wanted—Bits of news about Chicago and vicinity. Please send any bit of news to Cert. 32, care H. B. Perham.

Among the W. U. branches we find Absolum Firth at Home Insurance Building. Ab. is going to tie up shortly, it is said. Congratulations.

Miss Clarke is still holding her own at Dearborn Station.

Sister Ella Foate is still holding down Englewood office. If some nice-looking chap does not hurry up—well, enough said. How about it, Ella?

Linda Bailey seems to thrive at "WD." This is her fourth year there. Sister Clancy is another sticker, her fourth year at N. First National Bank.

We want someone in New York, St. Lou's and other places to furnish gossip for the Commerce Department.

CERT. 32.

Nickel Plate Notes.

Commencing at Buffalo Junction, we have Oprs. Chamberlain, Seamans and Carlson.

Laughing Frank Emmerling now the big man at Tift Yards, vice Opr. Smith, who returns to Angola, nights. Mr. Emmerling's brother does the "owl" trick.

Opr. Pierce at Lake View, nights, does not have so much to do now that bridge is completed.

Opr. Smith has returned to Angola, his old stamping grounds. There must be something attractive around there. How about it?

Opr. Kidd at Irving, nights, keeps watch of the water plug and sees that the roof does not burn off again.

Opr. Hazen, days, and Bro. Mulkin, nights, at East End double track. Corner him "N," and get him in the flock if you can.

Opr. Mulcahy and Bro. Howlett at the West End takin care of de target.

Bro. Chapman at Dunkirk depot, doing the ticket work, Opr. Mullane on the sick list. Hope to see him back soon.

Opr. Conners and Bro. Drewitt at Brocton. They tell me that you are taking antifat, Jack, is it true?

Opr. Weed, days, and Opr. Showerman, nights, at Westfield.

Opr. Smith does the "owl" act and Bro. Seeley, days, at North East.

Oprs. Shafer and White at Erie.

Oprs. Jones and Rison at Cascade.

Oprs. Bixler and Perrington at Wallace Jct.

Oprs. Marshall and Coles, days, and Opr. Stedwell and a new man not known, at Conneaut Yards, nights.

Bro. Roderick is now clerking for the chief dispatcher. How do you like it, Bill?

Bro. Whelpley and Opr. Sinclair at Ashtabula.

Bro. Hill, formerly of Madison, has been appointed night ticket agent at the depot, Ashtabula. Glad to hear it, old man.

Ex-Bro. Burnett appointed agent at Saybrook, relieved at Willoughby by Opr. Ormsby, lately of the Erie.

Oprs. Young and Slee at Painesville.

Bro. Cummings at Euclid, nights. How do you like the board, "AC?"

Bro. Beaumont and Opr. Tiffany at Woodland. Send in that application, Tiff.

Bros. Terbrack and Burnap at Broadway Depot, Cleveland.

Bro. Coffee and Opr. Marshall at West Cleveland. I understand that Bro. Kinzel has resigned. Sorry to lose you, "K."

This is as far west as I can find out. Hope that some other Brother will keep us posted. Let all the "non" members get in line.

W. A. HOWLETT, CERT. 30.

Western Division—

It has been a long time since I have noticed anything in THE TELEGRAPHER from this Division.

There are still a few of the faithful with us, and they are waiting patiently to see the boys all get in line. Say, boys, why in the name of common sense don't you wake up? It is high time you are coming to a realization of your condition. Why sit down and try to be contented, while others are struggling to better their condition? Come now, let us get abreast with the times.

Following are a few of notes I have been able to glean in the last few days:

At Bellevue Yard we have Oprs. Norton and Thomas, days; night man not known.

At the Depot Opr. Weigel holds forth days, while Opr. Sullivan does the "owl" act.

At Colby we have Opr. Binkley, days, and a student from Green Springs trying to do the night trick.

Now we come to the noted "ham factory," Green Springs Station, with L. M. Edwards as chief instructor. Those wishing to learn the art will do well to see him. The expense of taking a course will be nominal, as you are allowed the privilege of carrying switch lanterns, sweeping the office, hustling baggage, etc., to help pay tuition. While the chief is at church on Saturdays, you

have free access to the wires and can annoy other operators until your heart is content.

Here we come to Green Springs Junction, where we find Oprs. Woolpert, days, and Furlong, nights. Say Pat, how do you manage to get along without the "niggers."

Next we come to Fort Seneca, with "Henry Clay" in charge, the man who can see no good in the O. R. T.

At Linden we have Opr. Fred Smith, days, and don't know night man.

Oprs. Beall, days, and Bird, nights, keep things straight at Fostoria. Boys, why don't you get in line?

Arcadia is well taken care of by Davis, days, and Opr. Sherman, nights.

At Mortimer we find Chas. Hockensmith, days, and Bro. Main, nights.

Bro. Smith is still doing the day trick at McComb, with Opr. Wagoner, nights.

Leipsic Junction is still in charge of Frank Lewis, days, and Bro. German, nights.

At Miller City we find another "ham factory" in charge of Opr. Talbott. Boys, why don't you make it pleasant for these chaps?

Bro. P. D. Russell, agent and operator at Kiefersville.

At Continental, Opr. Winter, days, and Opr. Squires, nights.

At Oakwood we find the old reliable Bro. C. H. Russell as agent and operator.

E. J. Haddermann, days, and Bro. Walters, nights, at Latty.

Opr. Hudon, days, and Bro. Hazen, nights, at Payne. Two good fellows.

At New Haven, Opr. Eiler, days, and Brudi, nights.

In the dispatcher's office at Ft. Wayne we have Hartzler, first trick, Wilson, second trick, and Emil Urbahns, third trick dispatchers and operators, Ebbs, McLaughlin, Hughes, Logue, and an extra man.

At the West Ft. Wayne Yard we find Oprs. Dale, Meek and an extra man.

This is as far as we can get this time. Will try and get over the Fourth District by next month.

CERT. 9.

Cleveland Terminal and Valley Ry.

We are still living amongst changes and a few "nons." "13" there are two or three "backsliders" at present. Outside of this we are getting up to the standard. The boys answer up as follows:

"CD," Cleveland passenger depot, we find Bro. J. H. Culp. Can anyone say where "CU" finds his attraction at "AK?"

"YD," Cleveland yard office, we find Bro. Fisher. This is the man that makes you tremble when he says "anr." J. L. Carney makes out the mem. bills at night—line up, "CN." "RN," we hear Bro. McDirmid asking out to check up the yard.

Next "OW," Willow, where you will find Bro. Stough looking after the pump.

"SU," South Park, we find Bro. Myers handing out the clearance cards, while Bro. Welker crawls in the hay at night.

"BR," Brecksville, Bro. Hill looks after the interests of the ladies.

"BN," Bistin, Bro. Snyder "Os's" 'em by.

"NA," Peninsula, "13" a student or two hang out.

"DI," Everett, Bro. Smith hands on the "9s." Botzum a "non."

"K," Akron, Howard street, Bro. Seitters does the relay work, days, a "non" at night.

"XN," East Akron, Bro. Disler makes out the expense bills and "Os's" a few.

"KY," Krumroy, a new man.

"UN," Myersville, a "non."

"WN," Greentown, a "non."

"NN," New Berlin, Bro. Rowles does the art known as "Osing."

Canton Scales, a new one.

"D," North Industry, you will find Bro. C. C. Blythe, the agent.

"CA," Sparta, W. C. Miller orders the cars to load brick.

"SB," Sandyville, Bro. Deal issues the corrections.

"MD," Mineral City, Bro. Morris looks after the loading of the company's coal.

"QN," Valley Junction, joint men unknown to me.

Now, boys, get after the "nons," and take a little interest in the Order, or we won't have anything in a few months.

Don't be afraid to write a little news, no matter how silly it may sound to you, it will be read with interest by others.

CERT. 3993.

Indianapolis Union Ry.

I suppose those old agents who run the most disgusting and lowest thing that can exist on a railway, that is, a "ham factory," never stop to think what an injustice they are doing themselves and fellow men, for supply and demand rule the world, and is also true in the telegraph business. Only stop and think about this before you lay in your fall and winter stock of students, some of you old agents who have been manufacturing all the operators used for a good many years on some of our large railway systems. You may want a job and be looking for one yourselves one of these times, and when the C. T. D. tells you they manufacture these kind of operators, "hams," this will come home to you. Now just set a resolution like this: "No one shall learn the art of telegraphing in my office," and see in five years where we are at.

CERT. 4729.

Williamsport, Pa., Div. 24.

We are meeting with success between Sunbury and Williamsport, having received two applications and the promise of three or four next month. Let us all try and resurrect some sleepy "non" and bring him into our life. We have lots of material to work on.

Bro. Williamson has been working "J," daylight, of late, owing to the absence of Mr. Nestor, who was in the brokerage business at Milton a few weeks.

How many noticed the "Telegraphers' Plea" in the *Philadelphia North American* last month?

Bro. Kepner of "CF," is taking his annual vacation in the Western States. We understand the point is Columbus, Ohio.

Some of the boys in "GO" talk as if they were waiting on one of their number to break the ice. Thaw out, boys.

Bro. Dauberman has been working "P," daylight, the past month, and from all accounts has been holding his end up with society in the evenings. Luck "HD."

We have some extra men on our Division who should be put on the pension list, as their work on the wire is very weak, and knowledge of telegraphy the same. Our scribe put a hard question to us when he asked our thoughts of some of the newly-made operators.

Seven students along the line, and one station boasts of five hopefuls who have purchased instruments in order to supply the demand. If we can use the present supply to judge by, they will all be working in a few months.

Bro. Troutman at "HU" has a side partner on which we count for next month. "AN" come in to see us.

A new time-table has dawned upon us, and everyone above Sunbury is expecting the block system to be in by pay day at the latest.

The agent at Milton is well loved by all the boys along the line. We know he returns the same.

Mr. Shuse, night "owl" at "DY," has the name of boss chicken raiser of North'd, and is always willing to talk on that subject, with baseball thrown in. Mike, we are waiting for you to say the words that unite us all.

Who is the Brother who loves to be called Brother by "The Girl With the Auburn Hair," and then goes away whistling, "The only Way?" We await the results.

Time to cut out and see the "Buffalo."

Yours in S. O. & D.,

"DEL" AND "MONTE."

Grafton, West Va., Div. No. 65.

A special meeting was held in K. of P. Hall, Grafton, Wednesday, May 15th, principally to appoint a secretary and treasurer for Division 65. Our former secretary and treasurer, Bro. G. W. Foster, has paralysis of the hand, and did not wish to continue, as he cannot do the amount of writing required. We are all very sorry that Bro. Foster cannot continue as secretary and treasurer of this Division, because in every respect he is a good Order man. Bro. E. F. Garrety of Grafton was appointed secretary and treasurer, taking effect May 22d. We have got the utmost faith in Bro. Garrety, and believe we could not have appointed a better man.

The present condition of our Division is to be regretted, yet when we take into consideration

the many changes that have taken place, and also the number of new men that have lately come amongst us, we are somewhat excused. Organizer Bro. T. E. Ellis did good work on the Division, as applications for nine new members were brought before the lodge. In addition to this, Bro. Ellis "lined up" quite a number of the boys who were so unfortunate as to find themselves in arrears. The Second District can boast of at least seventy per cent membership by the next two months; we hope to have eighty-five per cent. It is not only our hope, but we expect each Brother to do what he can in order to make our Division solid. There were only twelve of us present at this meeting, but this is due to the fact that few members knew much about the object of the meeting. It is to be hoped that our secretary and treasurer will endeavor to keep in close touch with *all* of the boys, and do all that he can to arouse the enthusiasm that is so essential in organization. I think it a good idea for Bro. Garrety to get the names of all non-members of this Division and communicate with them in regard to joining the Order; and if the non-member refuses to join at first, do not allow this to cause you to give up hope, but write to him a little later on. Brothers, we hope that you will realize the amount of good you can do in being present at the meetings and make your arrangements in time to be there. We are going to build up this Division, and if you wish to help build it, it is time for each of you to come to the front.

Yours in S. O. & D.,

RUSHFORD.

New York, Div. No. 44.

Long Island R. R. Notes—

Our annual election for Division officers is near at hand, and the perusal of our slate is now in order. T. A. Gleason will probably be re-elected Chief Telegrapher, however, not without opposition. The office of Secretary-Treasurer will undergo a change, H. E. Regensburg, the present incumbent, will decline a renomination; his probable successor has not yet launched his boom. J. H. Dooley will undoubtedly succeed himself for the office of First Vice-Chief Telegrapher. H. W. Grassmyer may be re-elected to the office of Second Vice-Chief. Our present Board of Adjustment is composed of excellent material, but a slight change is anticipated. A thorough change in the Standing Committees is expected. For Conventional delegates we hear the names of F. M. Capach, H. E. Regensburg, T. A. Gleason, and C. G. Curtis. An interesting addition to this list would be the names of Geo. W. Hilley, T. F. Noon, J. H. Dunlap, T. J. Stack, E. R. Collins, and J. T. Reese. The election will be held in August and not in July as previously stated. The nominations will be made in July, and the installation will take place in September.

Bro. J. S. Griffing has left for the distant West. Our best wishes are conveyed.

Bro. F. M. Grove, nights at Winfield Junction Tower, has been classed among the indisposed. It

is stated that he intends to take a trip to his former home in Bluefield, Va., to recuperate.

Bro. R. D. Elmendorf, the genial "hayman" at Hopedale, enjoyed a few days in the Catskills, pleasure and business combined.

Bro. Alvah Bailey, better known as "Fatty," surprised his many friends by suddenly jarring them with the announcement that he has become a benedict. Of course, his select friends have sweet reminiscences of that jar, and in their hearts they are secretly wishing that Bro. Bailey will soon take another dive on the hymenial altar.

Bro. E. H. Roe was locked up for a day recently, that is, the painters had barricaded his tower while beautifying its appearance.

We are in receipt of a photo from Bro. J. H. Loving, which indicates that the Zanesville sweet-potato crop was successful. We are pleased to state that "Vn" is doing well on the B. & O., having recently been appointed to the position of extra towerman at \$60 and two days off per month.

Tidings from Bro. J. J. Kraus are coming slow. At last reports he had a "corner" on the produce market in Philadelphia.

Bro. J. T. Reese, transferred from Jamaica Block (days) to Woodhaven Junction (nights). Has any one noticed that "X" has a keener and more sleuthful look than in the days gone by? Maybe he is doing some detective work, hence the intelligent look.

Bro. T. J. Stack is at it again—they're off, at the half, at the stretch—in his mind.

Bro. D. J. Deasy, our Deputy S. & T., and night towerman at the L. I. Cross Over, has left us to accept a lucrative position with the Panama R. R. Co. His popularity was plainly demonstrated by the send-off he received at the hands of his many friends before making his departure. It is to be hoped that he will not alarm us with tidings of a marriage to a dusky bell on that distant island.

Telephones have been placed in the towers along the Montauk Div., consequently some of the boys are guessing.

Bro. J. H. Dunlap has again accepted a position among us, and we now locate him at Hollis Tower (nights). This position offers him ample time to dope up the racing sheets, and when he administers his sound judgment, he generally causes the bookmakers to frown. Yes, "CG" is surely accumulating a fortune.

Mr. Stewart transferred from Laurel Hill tower (nights) to Jamaica Block, days.

Bro. J. E. Howe from Newtown tower, days, to L. I. Cross Over tower, nights.

Are your dues paid to June 30th? If not, send them without further delay to H. E. Regensburg, Secretary-Treasurer, Long Island City, N. Y. Dues for the next term will now be received and cards promptly issued.

Bro. R. D. Mathews is still on his rampage around the globe. At this date we locate him on the Central Vermont R. R. in Canada.

When our boys met for the May day meeting, they found themselves froze out, the meeting hall being barricaded, owing to a dishonest lessee. As

we are holding a receipt for hall rent until July 31st, we will consult our legal advisers. In the meantime you will receive due notice as to where our future meetings will be held.

D. G. DeLanoy, the genial agent at Richmond Hill, is making all sorts of predictions as to the future fate of the towermen, but his assertions are not accurate. Don-cher-know he is only fooling. RZGCV.

Montauk Division Notes—

Good morning boys, what's the matter with the East end? I hear so little from the boys out here in our interesting journal, that I, a comparative stranger in your midst, have come to the conclusion that you are either poorly represented in our worthy Order, or else you need a real good shaking to make you realize that you are still living, and in God's country, too, as the natives are wont to style our beautiful island.

Come, wake up, and if you won't let us know what are you doing. I'm going to tell some tales myself, and if they aren't entirely consistent, you may blame the fact that I haven't been with you long enough to know you all yet. One thing I have discovered, and that is that we've as nice a lot of boys out here as one would care to meet, all big-hearted, kind, obliging fellows, and if you all aren't O. R. T., then some of us that are must work hard for these creditable fellows.

Now, let me see. Let's start from Montauk:

Brother Strohl still fills the chair. Are you busy, "S?" "S" tries to make us believe the grocery biz is lucrative down there.

Next, we strike Amagansett. Bro. J. F. Walters slings the lightning here. He is at present taking a short vacation. I do not know the name of the relief. How you like "Ko" for a sign? The way Walters slings it off is quite effective.

Now for the "Hamptons." Doesn't the name make you think of the exclusive set?

First we have Easthampton; beautiful spot. Bro. C. R. Smith answers here. Lately he's been occupied with the furnishing of a fine new house. Going to invite us to the house warming, "S?"

Next, Bridgehampton. Bro. W. S. Peacock still here. That bed of shrubs is going to be O K, "C."

Now we'll branch off, and although Sag Harbor is dry, we'll go there just the same. We don't see our old friend, Morrell, for he's off on an indefinite vacation. We hear that he thinks there are other branches of biz as good as railroading, but being we haven't it direct, we will hope he's not leaving us. In his absence his chair is well filled by a Mr. McCarten, seemingly a very good fellow.

Now, we'll go west till we sight Water Mill. Bro. W. T. Jarvis at the Key. When's it going to be, "J?" We're all tired of waiting! How long's it take to get married anyway?

Southampton, new-comer at the key here, signs "Bw." Mr. Higgins still holds forth in this busy town.

We'll pass through "KH," for its tickers are silent as yet, and land up in the "Good Ground." Bro. Topping causes the wires to hum here.

Now we're at Inogue. Speak gently for "Mary's got a little lamb," here. At least that's the gentle word that "Ar" signs to his nineteens, and most assuredly there's a "Mary" in the case.

Next stop at Westhampton. Bro. Winters greets us. "XO's" a corker.

Off for Eastport. Mr. Tuttle gives us a smile. "B's" O K.

East Morisches, we get a nod from, I hope a brother, "MR." We return his salutation, and pass on, for it's getting late.

Center Morisches. Here's where I jump the track, after introducing my friends to Mr. Sis-cum, the Brother (?) in charge. Sorry I'm not up to your pranks, "WC," you ought to keep me informed. LILY.

A Work Song.

Written for the Railroad Telegraphier.

Unite, boys, unite,
Stand ready for the fight,
Show superiors your grit,
By working with your might.
Work honestly and well,
Improve, and who can tell
But with united labor,
We'll get that which is right.

Then work with a zeal,
Put your shoulder to the wheel,
Start it moving steady onward,
Firm and steady, till you feel
That your labor is first-class,
And united you may pass
A step nearer to the goal,
Which you may reach at last.

Now, do your very best
Your employers to impress
That you're honest-hearted workers,
And surely they'll express
A regard for cheerful toil,
And will add the saving oil
That keeps the machine moving,
Free from dust and soil.

Then unite, boys, unite,
Stand ready, and the fight
Will be of short duration
If you work it with your might.
Do your duty, do it well,
Unitedly, and who can tell
But with triumphant shouting
We'll get that which is right.

—Lily Fairfield.

Norfolk & Western Railway Co.

Radford Division—

Here I come. I have not penned a line to our journal since my little "poem," written on the loss of the Alabama, "Idol of my heart." Bro. Gard-

ner gave me such a raking on my first attempt at "poetry" that I will not try it again. He has no regard for a fellow's feelings when in "love" at all. At any rate, I am coming with a bit of prose this time.

I have been given the high position of "Captain" in our endless chain system of organizing, and have been putting in quite a lot of "overtime" between "naps" writing the boys along the line, but if some of them I have written answer their best girl's letter as they answer mine, why, it is needless to say that she will be gray-headed when she hears from "her boy."

I did not get up to Bluefield to our last meeting. I am going to figure on our next one, though. It's a shame to let our brothers from the Norfolk division come up here a couple of hundred miles, and us remain at home, though we are only a few miles from points where meetings are held.

However, I can say one thing: I have every color of card that has been issued since spring of 1893, when I joined the Order at Caldwell, W. Va., on the Chesapeake & Ohio Railway, and, furthermore, I intend to keep a card close by me, as long as I try to "OS" them, for they come in mighty good when one is hungry or wants to ride a bit.

Well, if this escapes the basket, why I'll come back at you again. We all look for a line or two from our divisions occasionally.

With best wishes I remain in
S. O. & D.,

J. G. SMITH.

Texas & New Orleans Railroad.

Sabine Division—

Having failed so far to discover in THE TELEGRAPHER any notes from the T. & N. O., will try to write up our little pike, to show that we are not dead, but simply sleeping.

At Sabine we find Bro. W. Miles, our local Chairman, who never tires of doing anything that will benefit the Order.

At Sabine Pass, Bro. J. Boutroue holds forth. He is always ready to answer his call, and never gets out of "sorts."

Rumor says that we are to have a new depot at Gladys ere long. This is caused by oil discovery at that place.

At Beaumont, our chief dispatcher, Bro. G. W. Emery holds forth. He is held in high esteem by every one on the line.

Kountze is manned by Mr. C. E. Oleson, who is not in line, but hope to see him with an up-to-date card soon.

At Village we come to Sister McFarland, who at the present is laying off, being relieved by her sister, Miss Florence Johnson. We expect to see Miss Florence wearing the button before much longer.

At Warren, Bro. J. B. Spurlock doing business in a box car since the burn-out. He hopes to have a new depot real soon. He claims that a box car is the second hottest place in existence.

At Woodville, Brother W. A. Ford, who has carried an up-to-date card for many years, and is always ready to cheer a weary brother.

Brother W. B. Hayes, at Colmesneil, has been off for several weeks, being relieved by Bro. J. Allin, who is an old, true and tried brother. We hope to keep you with us, Bro. Allin. Your presence makes us glad.

Mr. W. L. Browning, who got rich in the oil boom, has turned Rockland over to Mr. McReynolds, who, we understand is to be in line real soon.

At Huntington, we find Brother J. H. McPherson, who attends strictly to business.

Operator "F." at Nacogdoches, name unknown. Heard him say he had sent in his application already.

With apologies to the Division Correspondent, I am,

Yours in S. O. & D.,

CERT. 53, Div. 53.

Pennsylvania R. R. Notes.

W. P. Division—

Several changes have been made since the last report went to press.

G. W. Smith, of Squaw Run, changed to Winfield Junction, Butler Branch.

T. E. Hoyis, of Vandergift, resigned to accept a more lucrative position with the Sheet Steel Co., of that place.

"Senator" Platt removed from "ND," Blairsville, days, to "VN," Avonmore, nights.

B. M. Walters, from Avonmore, nights, to "GB," Bolivar Junction, nights.

E. J. Hovis from "GB," nights, to "ND," Blairsville, days.

This makes at least two deserved promotions as regards seniority.

The blind people at "QN" Kennedy are still struggling to keep out of the ditch.

Mr. P. M. Kennedy, of Natrona, who left the service about a year ago for a position in the Post Office Department, at Pittsburg, has returned to his first love, the W. P., and is doing the elegant at Springdale, nights.

Messrs. Curley and Kerrigan are two new additions to our ranks, and are doing the extra work.

Mr. Humes, extra dispatcher at "AC," was out with the pay car last month, and extended the glad hand to a great many of the wayside operators. Eddie is quite popular with the operators (especially the ladies), but he can write one up in a report as well as the next man.

Miss Haney, of "CQ" yard office, Alleghany, was off for a few days last month.

Joe W. Portser, of Saltsburg, also took a day off to rest his delicate body.

Miss Gregg, at "BI" Blairsville, has been holding down the new interlocker at that point, with the aid of trainmen and others. You will have to give it up, Maggie, when the wild ducks go South and Jack Frost gets his feet tangled in the switch.

Mr. C. E. Hawkins, of "DX" Blairsville, is seriously contemplating matrimony (second edition). Who said matrimony was a failure?

Indications by wire that Miss Letitia J. Duncan, operator first trick "DX" Blairsville, is fitting herself for the lecture platform have been received at several points on the West Penn. One of the principal subjects to be discussed gratis is: "How to answer calls promptly on five wires, or my own experience of a number of years at the telegraph key."

Hon. Howenstein, of Hill, has resigned. Miss Minnie Schall will now make music at that place. Beauty and ability still reigns at Tipple, days.

Mr. E. J. Humes, extra dispatcher and copier, in Allegheny, is off duty on account of the serious illness of their child.

Mr. Scott, from Bennett, is doing the extra work in "AC."

There are rumors now of the West Penn. getting more double track. In case it does, it will not be so severe on the "Five Brothers."

We are glad to note the Order is gaining ground on this division, and we should ask for a larger scale of wages.

The Southwest Branch of the Pittsburg Division has a minimum of \$45, and to compare it with the W. P. Division, we should have at least a minimum of \$50.00.

Line up, operators! and get in out of the rain.
BRUCE BERTRAM.

Mrs. Stella Martha Sourwine, wife of Bro. C. H. Sourwine, died at three o'clock on the morning of April 29th, from the effects of appendicitis. Funeral services were held at her mother's residence, and the remains interred in the family burying ground at Beaver, Pa. Bro. Sourwine is an old member of Pittsburg Division, No. 52, and his many friends sympathize with him in his sad bereavement.

RESOLUTION.

WHEREAS, It has pleased God to take from our Brother Chas. H. Sourwine, his beloved wife, Stella Sourwine, who passed from this life, April 29, 1901; therefore be it—

Resolved, That Pittsburg Division, No. 52, O. R. T., hereby extend to Brother Sourwine our deepest sympathies in his great affliction, and that these resolutions be spread upon the minutes, and a copy sent to our bereaved brother.

W. G. COOPER,
ROBERT HAWK,
M. H. BLACK,
Committee.

Seaboard Air Line Railway.

Savannah & Montgomery—

Realizing that all men are not fools and all operators are not "nons and scabs," if pardoned for a bold attempt at a column in our beloved journal, I will mention the new members on the S. A. L., the result of our clever, hard-working Bro. Connor's trip. May peace, joy and success be his

wherever he may journey, and each brother realize fully the good Bro. Connor as well as our Order and brothers are endeavoring to do.

No man dislikes another for being a member of any brotherhood, he rather honors him, secretly if not openly. When I say man, I don't mean a hog with pants on. But, brothers, their positions demand to an extent that they not encourage a union. They are on salaries same as we, only theirs are more substantial. We do not unite to injure our superintendent or our company, but to better, if possible, ourselves and families.

To be a member of our union does not make it necessary that we are going to strike, but when ignored and treated as a gang of slaves, making a conclusion between employed and employer necessary, we believe in all sending in their resignation by wire, and through our President. Be firm to yourself, your brother, and your Order. Unity is taught in every step of life, God having laid the foundation which has been handed down from the beginning of time until now.

To those who have just entered our ranks, we welcome you, and extend you our hand, ever ready to assist and co-operate with you for your advancement and welfare. Were we never recognized by any railroad, nor ever benefited financially by being a member of the great O. R. T., who of us could regret the expenditure of a few dollars annually, as we do, to be a member, classing it as a social union alone. Besides our insurance is of great protection to our families, at a premium to suit our small salaries.

It is certainly gratifying to see the interest manifested by so many of our intelligent operators and agents on this division.

We leave Montgomery and find Bro. J. R. Tidwell at Skelton, who broke the ice.

Bros. R. E. Davis at Chesson, D. M. Rogers, Hardaway, and Bro. J. W. Hair at Fort Davis, close in line.

Hannon, we failed to learn.

Hurtsboro, we find Bro. Gore, as of old.

Pittsboro, we possibly find a brother. Have not been able to locate all the old members, of which there are several on line.

Next in line is Cottonont. Bro. O. P. Reese,

Omaha, Bro. W. F. Smith.

Union, Bro. W. T. Walker.

C. C. Mathis at Louvale.

Lumpkin, no colors are shown.

At Richland we find Bros. Raines, Craft and Southwell.

Cusseta, Bro. Wm. English.

At Dawson, Bros. Morris and Smith.

Parrott, we failed to enter.

At Sasser, Bro. J. W. Batts holds forth.

Sister E. L. Walker, at Weston, whom we crown as queen among us. She, I believe, is the only lady operator on the division, and one we welcome most heartily to our union.

At Plains we see Bro. W. R. McGee.

At Americus, Huntington, DeSoto, and Penia we are not acquainted. However, there is a brother among them unlocated.

Bro. W. S. Kennon, at Cordele.
 Seville, Bro. G. W. Tatum.
 Rochelle, Bro. W. H. Butler.
 Kramer, Bro. D. P. Dreggers.
 Abbeville, Bro. J. D. Sutton.
 Lulaville, Bro. J. N. Mases.
 Fitzgerald, Bro. J. E. Crawford.
 Bro. J. W. McMara at Ocella.
 Rhine and Milan we failed to stop.

At Helena we come in contact with two old-timers and three new brothers, Waller, Tidwell, Robinson, Butler, and Knox.

Who struck Helena (Connor).

Bro. R. E. Bachelor comes next at Alamo.

Glenwood, Ochwalkce, Ailey, Higgston, Vidalia, Lyons, Manassas, Collins, and Daisy, we are not posted.

Mt. Vernon, Bro. J. I. Stanford does the right thing.

Belleville, we have Bro. B. G. Tippins.

Bros. Legrand at Hagan, Hyman at Claxton, Smith at Groveland, Teague at Pembroke, Wright at Ellabelle, and Fuller at Williams.

Here we turn to our own place of abode for a moment's thought of those who failed to join us, wondering what their excuse can be. Among these are friends whose welfare we have at heart, and whom we would gladly extend a brother's hand.

I may have missed some brother. If so, it as not intentionally.

With a word regarding our officials directly over us we will cut out. First, we have Mr. Cecil Gabbett, Superintendent, a highly respected and intelligent gentleman, treating with his men pleasantly and in a strictly business manner.

Next comes our clever T. M., Mr. W. A. Slocum, a knight of the key. We esteem him highly.

Our Dispatchers line up with Mr. E. K. Kieffer, Chief. A more pleasant gentleman we don't often meet.

Next comes Mr. Hoke, a red hot shot, and as steady as a clock. Do your duty, and don't let Mr. Hoke call too much, for he will tell you about it.

Next comes Mr. McAvay, with a pleasant smile for the night hawks, especially when they stay awake for his "9s."

With best wishes to you all.

CERT. 146, DIV. 75.

Grand Trunk Railway.

Toronto Branch—

When a coal is carried from the Divine Fire and laid upon the mortal lips, it must be blown into flames to illumine the world, or it sears the lips it touches. When a foundation of prosperity is laid for us, and in order to illumine ourselves and dependents, we must follow the path of our leaders, united in will and strength, and in that way gain power, so as to build our Order, that it will spread from the East to West without a break, and give protection to us all. I have never attempted to write for our worthy TELEGRAPHER, and apparently no one else from this

locality, as I am anxiously seeking every page of the book, hoping to find a few lines, but in vain. Disappointment follows the arrival of every journal.

As I am almost an entire stranger on this division of the road, I will not endeavor to give any personals, but wish to express my sentiments on another subject, which, I think, we need worse at present.

We now have a Third Vice-President in our midst; an office, and officer filling same, that I, for one, cannot help but feel proud of, and I know if the other brothers had the same confidence in our newly elected leader, Mr. D. Campbell, one who toiled side by side with us, they, too, would not hesitate one moment, but agree with his object and aim, and give him, yes give it willingly, all the assistance that is one's duty to give, if we could only see it at present.

The time will come when we will see and hardly believe that we ever stood in such darkness. It appears to me that we are lacking each other's confidence too much, probably due to our unfortunate positions of being tied down so closely, and not able to come in contact with one another like the members of other organizations, and as I do not see any prospects of a change in that respect, I will appeal to the intelligence of all telegraphers, and to the benefits we have derived through the Order, considering the short time it has been in existence. Such a short time that we clearly remember how we used to struggle through the rain and snow with a lamp in each hand, looking for the switch and semaphore.

On our return, we discovered the last train an hour late. The next time table issued we noticed the first train timed earlier, which all meant longer hours, without the slightest remuneration in return for the many inconvenient hours we were compelled to put up with. Intelligent brother in profession, weigh the past and present, and your conscience will tell you what and who is responsible for our present situation.

There is still room for vast improvement. After working the six days of the week, some of us would like to go to church or other places, according to our taste. Those blessed with a better half and family would like to accompany them, while others not so fortunate would, no doubt, appreciate a day's liberty, to enable them to look around; we would also appreciate a few holidays during the warm summer, and if we received a salary equally compared with other men of less responsibility, we could afford to take a trip, and meet the heavy expenses necessary on such occasions.

How will we reach that point? Simply by all advancing a few dollars toward the welfare of the Order, and the returns are sure to follow, but we cannot, and no one should expect, to reap before we sow.

Hoping to hear from some of the boys, I remain,

Yours fraternally,

CERT. 787.

Seventeenth District—

For three years there has never been a word from any of our brothers on the Sarnio Branch. Wake up, boys, and get in the ring and let us have something in every month, but let us try and reform ourselves a little.

Some of the boys appear to be losing heart in the Order, but I see no reason why they should. Just think, boys, where we were a few years ago, getting \$35 a month, and working all kinds of hours. You seem to forget the benefits we have received through the good old Order. Keep cheered up, boys, our committee will be renewing their visit at Montreal before a great while, and I understand are going to try and work Sunday work in as overtime. If we only gain that point we will do well, for at present Sunday is the same as all the other days of the week. We used to get from dinner time until 3 o'clock P. M., on Sunday, but of late we have been deprived of that little time.

Now, boys, as I said before, cheer up, and get your dues paid up, and get all the non-union men in with us, then our committee will be in a position to do something for us. I must cut out now, hoping to see something in *THE TELEGRAPHER* every month in the future from the Seventeenth District.

CERT. 333.

22d, 23d, and 24th Districts—

A wail from an Eastern division in the May *TELEGRAPHER*, prompts us to try and cheer up our brother's drooping spirits. True there has been little news lately from System Division No. 1, but we would like to encourage Bro. "13" a little. We felt sorry to hear of the sad state of things in our brother's neighborhood. We, in our prosperity, may not be in a position to sympathize as we should. We might, also, use the one armed man's fingers to count, but not the members. Oh, no! After counting the nons who are eligible for membership, we would still have some fingers to spare. How does that sound, Bro. 13?

How was this state of things reached? Not by telling one another that our Order was going to the dogs, and that we might as well give up. No, but by each up-to-date member doing his little part. A courteous note, or a kindly word personally, when we meet a non, or an ex-member. Not discouraged if we fail at the first attempt. Try again. Perhaps a non receives half a dozen letters of invitation at the same time. Ah! he says, these fellows are interested in me. I must look into this thing. He looks. The ice is broken. The rest is easy. As soon as he begins to investigate, he realizes that it will be to his interest to unite with us, and very little further persuasion is necessary to secure his application. Try it, brothers. True, we have had the assistance of the Third Vice-President, who has a remarkable faculty of so placing the merits of the Order before our friends, that they can hardly resist his

kindly appeals. But even he will admit (if we are not greatly mistaken) that the work was much easier on account of the ground having been worked up by private members.

One of the best means of arousing and sustaining interest in the Order among our members, is the holding of meetings. We become better acquainted with each other, and matters of interest come up for discussion that, perhaps, we would never have thought of had we not met. Members from the different parts of the district learn from one another who are the eligible nons, and who, for some reason, may have dropped backward. This places us in a better position for work, and letters of invitation are soon wending their way to persons of whom we were previously ignorant, often resulting in increasing our numbers.

Such a meeting was held at Elmwood, May 19th. The weather was unfavorable, being cool and showery, but this did not chill or dampen the ardor of our boys, who turned out well. The meeting was presided over by our recently appointed Local Chairman, Bro. Goulding—he of umbrella fame. His opening address showed, at once, the wisdom of his appointment to fill the place of Bro. Campbell, who now fills the position of Third Vice-President, and who was present at our meeting.

This was the first of a series proposed to be held this summer. The address of the Third Vice-President, delivered in his usual able and entertaining manner, well repaid us for the inconvenience of a twenty mile drive in the rain. We will not attempt to give even a *resume* of it, but all present were much pleased, and were satisfied that a better choice to fill the position of Third Vice could not have been made.

Bro. Campbell's report of his work was most encouraging. He left every branch on which he has labored almost if not altogether solid. We trust he will soon reach the locality of which Bro. 13 writes, and then, watch for a shaking among the dry bones. But, we are taking up altogether too much space, and must stop short. If privileged to write again, we will endeavor to give some local news. In the meantime we cut out.

CERT. 436.

Pere Marquette System, Div. No. 39.

The following names have been added to our list of members during the past few weeks:

Bro. F. C. Dingman, Agent and Operator, Chippewa.

Bro. J. T. Welch, agent and operator, Palms.

Bro. J. C. McCarthy, night operator. Evart.

Bro. A. M. McNamara, night operator, Flint.

Bro. Lee M. Floyd, night operator, Carleton.

Bros. W. G. Branaby, G. F. Haynar, and J. H. Hill, from the Grand Rapids District.

We are still looking forward to that day when we may call each and every one of those worthy "knights of the key" by that name "Brother."

Brother G. H. Ude, transferred from agent and operator, branch to helper at Grand Blanc, with Bro. G. J. Elford as Agent.

Bro. E. E. Gibson, formerly operator East Lake, is holding down the stand at Branch.

Bro. D. H. Stagg, day operator, Plymouth Yard, has resigned.

Bros. Wright and Maywood are day and night operators.

Bro. M. Irwin, agent, Deckerville, took a vacation this month. I was not eye witness, nor did I see his passes, but rumor says they read for "Myself and wife."

Operator A. E. Sinclair, transferred from Marlette to Romulus in same capacity. May has passed now. "SN," Will you keep your promise?

Bro. Rollo G. Lacy, agent and operator, Raisin, is taking a two weeks' vacation, relieved by a new man.

Mr. P. W. Johnson, agent, Wayne Junction, has resigned, relieved by Mr. B. F. Jones, a "MC" man. Mr. L. E. Peters has been reinstated as day operator.

Miss Chisholm, night owl at Lake, is taking a short vacation, relieved by Mr. Kurns.

We were pleased to see Bro. Kingsbury, agent, Avoca, on his way to Mason. Call again, "K," but come prepared to tell us about one Fourth of July celebration. How about it, "AM"?

Bro. B. J. Wilson, night operator Clio, has just recovered from an attack of the smallpox. The agent was also relieved from duty to insure safety to the public. Bro. H. C. Cudney was first to act the part of a hero, but was taken sick and went home. Bro. J. F. Sinclair held the fort the remainder of the time, with Mr. Kurns as night operator. "J" says Clio is a chilly place.

Bro. R. G. Berry, formerly agent and operator, Averill, promoted to operator and ticket clerk at Flint.

Bro. G. F. McMullen accepted the agency at Averill.

DIVISION CORRESPONDENT.

Philadelphia, Div. No. 4.

In Memoriam—

WHEREAS, It has pleased our Almighty God in his wise providence to remove out of this world, on May 18, 1901, the soul of our esteemed brother, Horace L. Kern, operator 31st and Haverford Streets, Philadelphia, Pa.

WHEREAS, Brother Horace L. Kern was a charter member of Philadelphia Division, No. 4, of the Order of Railroad Telegraphers, and a true and loyal exponent of the principles of our organization, a faithful and painstaking servant of the railroad by which he was employed, and a gentleman, reliable and of high moral character and standing; and

WHEREAS, By his death this division sustains the loss of one of its brightest and most valuable members, and the organization at large a zealous and faithful supporter; and

WHEREAS, The intimate relation held with him in the faithful discharge of his duties in this organization makes it eminently befitting that we record our appreciation of him; therefore, be it

Resolved, That the wisdom and ability which he has exercised to the aid of this organization by service, counsel, and contributions, will be held in grateful remembrance.

Resolved, That the sudden removal of such a life from among us, leaves a vacancy and a shadow that we will deeply realize.

Resolved That with deep sympathy with the bereaved family of the deceased, we express our hope that even so great a loss to us all may be over-ruled for good by Him who doeth all things well.

Resolved, That our charter be draped in mourning, that these resolutions be spread upon our minutes, and a copy thereof transmitted to the bereaved family, and to THE RAILROAD TELEGRAPHER for publication.

W. E. HOOPES,
H. L. BROWN,
W. C. FRAZIER,

Committee.

M., K. & T. Ry.

Dallas Division—

In South yard we have the old stand-by Bro. "H" Mansfield. His coat lapel bears the emblem of reliability, the O. R. T. button.

Mr. Hains is on nights at same place; has promised me several times to get right.

Bro. Martin sells tickets and beats brass, days, at Hillsboro. Don't know how night man stands, as he is new man on division. We'll look him up though.

At Milford, Bro. Waterman holds things down as agent and operator.

We will go by Italy like a flash. No one there for us.

At Forrester, Bro. Cooper does his share.

Waxahachie passenger office ably manned by Bros. Philipps and Walsh. Phil. does lightning act, and is ticket agent *pro tem*, and is such a nice young man. Keep a game eye on him, boys. Still waters run deep.

Walsh sleeps sweetly and writes poetry from 7 P. M. to 7 A. M. That's all right. Walshy. Your poem dedicated to A. W. S. came near causing you to shuffle off this mortal coil suddenly, but it was rich, too rich for us, you know.

Brothers A. W. Terrell and R. G. Raoul, both red hot and hard to hold, keep things on time at Freight office. Notice Bro. Terrell leaves very early now-a-days. Well, you know, he must go home to his family now, *pauvre chere*. Bro. Raoul don't do anything much but look grouchy, try to smoke corn cob pipes.

At Lancaster, Bro. Logan deals information to the yokels.

At Dallas, Bros. Rogers and Cable, in General Office, Davis and McCarty in Freight Office. All four A No. 1 men.

Ground is on North of Dallas to-night. Let some one take the circuit up there in next issue.

One thing sure, the Dallas division is the place for good men. Keep all "nons" out of the way

13.
Bro. Polk is agent, Alvarado. Good job, old man. Stick to it.

Haven't heard from Bro. Cox at Burleson. "O," let's have a line from you next month. You know how well you do it. Yours, CERT. 2633.

Chicago & Northwestern Ry.

Madison Division—

First of all, this month we desire to call the attention of you gentlemen of the fraternity (ladies, too), to the Railway Brotherhoods Co-operative Association. This organization was formed for the purpose of erecting and maintaining a building or buildings, during the exposition at St. Louis, equipped for the benefit of any and all Railway Brotherhood men, for their entertainment, lodge room, hotel, restaurant and other business purposes, to be a permanent building. Shares are \$25.00 each, a limit of five shares to any one person, payable at not less than \$1.00 per share per month, every share to be fully paid up within twenty-five months from the date of organization. This looks like a good proposition, and if any further information is desired by any one, you can obtain it by writing to Bro. Sec. Ransom, who will furnish all necessary data, and take your application for shares. If we can run our face somewhere to borrow twenty-five plunks, we shall get in the game ourself. Can't pay more than half per cent interest, so don't all speak at once.

Many of the boys on the line who have seen some years of service, will learn with regret of the death of Don C. Chandler, who up to a few years ago was one of the dispatchers in Baraboo, but owing to ill-health, had to resign. Don was one of the best men in the office, and was greatly missed by the men along his line. He has been an invalid, more or less, ever since leaving the service, and was called to his last rest a few days ago. The sympathy of the fraternity is extended to his bereaved relatives.

H. R. Pegg has resumed work at tower "BR," after five weeks illness, "Reddy" Jones going back on the night shift, and Jerome Parks, the extra man, going to tower R. O. to relieve Grimshaw, who is working days while the regular day man, Kellogg, lays off.

W. A. Packham is relieving W. R. Irwin at Lodi for a short time. Irwin has started "traveling East."

Born to Ex-Bro. S. E. Brownrigg and wife, a baby girl, May 16th. Silas has quit the service and gone to farming on h's mother's place, near Okee.

E. L. Klingelhofer went to Ablemans to work nights. 13 the regular man stopped No. 2, and is now taking time to wonder how it happened.

Roy Collins, of Magnolia, is working nights at Wonewoc, and Eddie Boehm is relieving Agent C. Porter of the same town for a month or so.

Robt. (Turk) Risley is day man at South Baraboo since F. S. Case left, and Purdy Wright has the night trick. By the way, there are rumors that Purdy is going to housekeeping soon with a young lady from Norwalk. Let you know about it next time.

Bob. Callahan went to Woodstock, on the Wis. Div., to work nights.

M. Stitgen, C. Schubert, and A. Luckensmeyer, who went to Oshkosh to work for Mr. Lantz on the Wis. Div., are back on the old pike once more. Life on the W. D. was too "strenuous."

Chas. Elger, agent at Magnolia, has been visiting friends and relatives the past few days, Walter Collins doing up the business during Charley's absence.

Emil Jaehnke, who has been down to Hot Springs, taking a look over the Southern country, is back feeding in Wisconsin pastures again.

Ed. Jones, formerly of Jefferson Jct., is now holding down the owl job at "WA," Oshkosh.

Ed. Heimerl, for some time night hawk at Jefferson, is now serving up curved balls for the Worcester team in the Eastern League. Ed. can throw 'em a few, too.

Joe Bodenberger, who has been on a visit to his home in Iowa, is once more balancing up at Evansville.

Miss Ella Mathews has resumed her labors as agent at Montfort after a lengthy vacation. Harry Rolph took her place during the time she was absent.

"Deak" Keliogg, of Calhoun, has been entertaining a most interesting case of mumps recently, his station being in charge of Charley Schubert meanwhile.

Since Wright went to So. Baraboo, extra Schwartz has had charge of Norwalk nights.

W. F. Copeland, agent at Jeff. Jct., is taking a short vacation, his shoes being filled by Billy Himmler. Surely a case of the "long and short of it."

Jake Jacobson is once more in the list of "ops.," relieving John'e Faller at Ft. Atkinson, who in turn is working at Jefferson, in place of Ferd. Heimerl, who has gone on a trip south with "Cope."

"Augy" Syverson is at present working a trick south out of Oshkosh. Good boy.

Rudolph Sund, of Burnett Jct., we 13, is going to work for the Central soon. Why?

We 13 G. W. Richardson, the genial agent at Dane is going to build a house near his present location.

G. B. Wilcox has been on a trip with his family for some days past, his place at West Salem being filled by Edd'e Boehm.

Billy Williamson is again holding down the day shift at Lake Mills. Don't know where Hankin has dropped to.

Good day.

CERT. 376.

Wisconsin Division

F. A. Haberkorn can again be heard at his old place at N. W. U. Jct. during the day, after an absence of about two months while that office was closed, and during which time he was on extra list, working days at "Z" office, Milwaukee.

Operator N. A. Slocum is doing the night work at N. W. U. Jct.

You can also find Operator Henry Mayer hustling days at "DU," and Operator Jacoby on the look-out nights.

Operator C. King is holding down the day job at tower "DX."

Operator A. F. Stillman is the night owl at tower "WF" during the absence of Opr. Abe Simpson, who is on the sick list.

Business is rushing on the Wis. Div. just at present, on account of gravel trains running up and down the road, which keeps the boys a hustling.

With my 73 to you.

DIV. CORRESPONDENT.

Pittsburg, Div. No. 52.

At the first regular meeting in May, Division opened up with but one officer absent, who was unable to attend on account of his work. After the opening ceremony and reading of the minutes, Chief McGuire informed the Division of the appointment of Bro. P. M. Scott to fill the unexpired term of marshal, vice Bro. Grubb, who had been elected Treasurer. Applications for membership were passed upon, and bills ordered paid amounting to \$24.99. Auditing Committee reported finding the books of Secretary and those of the Treasurer agreed, and that the amount of cash on hand, \$1,121.71 was correct. Sick claims amounting to \$15.00 ordered paid, and several brothers reported sick.

Important matters pertaining to the good of the Order, under the various headings, and a number of earnest discussions consumed the remainder of the evening. Before adjourning, the question of a little entertainment at our next three meetings was discussed, and it was decided to hold a series of euchres at the next three meetings, May 18th, June 1st and 15th, after the regular business, and Secretary was instructed to notify all members contiguous to the city about the same.

The second meeting of the month found all officers present when opened by Chief McGuire, and, after roll call and reading of minutes, the kind invitation of the Brotherhoods of Harrisburg to attend their picnic, which promises to be an immense gathering, was read and discussed, but it was decided to take no official action further than individual work. Bills for \$8.15 ordered paid. Sick claims for \$15 read and ordered paid.

Bro. E. C. Hunter was appointed P. CT, for balance of the term.

Bro. Cooper resigning as first V. C. T., Bro. Clendenin was elected to fill the vacancy, and Bro. C. A. Murphy appointed as I. S., to take

place of Bro. Clendenin. As all present were anxious to begin competing for the prizes, business was disposed of with but little delay, and as we had started early, the desk was cleared by 10 o'clock, and the meeting adjourned for the games. Ten games were played within the time limit, which had been made 11 o'clock, and the results for the first evening showed Bros. G. T. Smith, Barber, Murphy, and McGuire as leaders in the first series. All present managed to enjoy themselves, and those who were fortunate enough to secure but two games, owing to the unequal distribution of trumps, seemed to feel as well satisfied as the leaders, although inclined to criticize the poor cards. It is expected that the next meetings will see a larger crowd present, as I understand there were a number of brothers in the city, but having forgotten the location of the new division rooms, and failing to bring their cards with them, were unable to get in.

KONEV.

Michigan Central Railroad.*Canadian Southern Division—*

About three months ago the membership of the O. R. T. in this division was about 50 per cent of the operators and agents. To-day I am pleased to say we can boast of about 95 per cent or more, and chances are good for being solid within the next few days. At last the boys have come to the conclusion that thorough organization is the only way we will ever better ourselves.

Now, boys, that we are organized, stick to it. Do not be discouraged because you can not see anything better ahead. Remember it takes time. We can not do everything in a day. Things never looked brighter than they do now. You may think that because you do not hear much about it that the matter of getting a schedule here has dropped, but I can assure you that everything is coming our way. So give the O. R. T. your support, and you will find you will be greatly benefited before many more moons.

Remember, though, we can not do anything if we do not stand together. Think of that old saying, "United we stand, divided we fall."

We have had seven or eight good men resign in the last few months, but while I am sorry to see them go, still I am pleased to say that they have all got better jobs than they had on this pike. Besides having better jobs, they will be thought something of, and treated as men, not as slaves, as we operators and agents on the C. S. div. of this road are treated. The operators west of Detroit on the M. C. are used as men, but we operators here in Canada are treated with no more respect than if we were a lot of machines.

Why is it that every operator and agent on the road hates to see the officials from St. Thomas go over the road? Because about every time they go over the road, instead of getting a few kind words, they generally get a calling down, and, perhaps, also ten or fifteen days to walk around. Then again, it is necessary for our train master,

with his eagle eye, to make a trip over the road, sometimes three or four times a month, or oftener, to see that the boys are not wearing something else besides a uniform, or that they have got their caps on straight, or to see if he can not find some little fault, and as soon as he does, he is tickled to death, for if he finds anything, it generally means a discharge, or at least a suspension. Now, is this right? Surely we are not such a tough lot that we need to be watched like a lot of thieves or convicts.

This should be stopped, but the only way we can stop it, is to stick together, and when we send our committee to Detroit, have this matter taken up. We are all generally pleased to see the officials from Detroit come over the road, because when they do come, they have some respect for an operator or agent, and generally give them a few kind words, but I am sorry to say that the kind words we get from the officials at St. Thomas are few and far between. And another thing: Have you noticed, boys, how the uniforms are gradually getting darker? Instead of a nice blue cloth, some of the uniform cloth I have seen lately is just about as close to a black as can be got, and I would judge, could be bought in a sheeny store for about twelve or fourteen dollars a suit, but still we have to pay eighteen dollars for it. But our orders from superintendent are to pay eighteen, so we can't do anything. If we do, you all know what it means. I would like to write more, but as I am afraid this will never get by the goat, I guess I had better cut out.

Hoping some of the other brothers will contribute something, so that we may be heard from every month. I remain,

In S. O. & D.,

ONE OF THE SLAVES.

Canada Division—

The Editorial Notes of THE TELEGRAPHER always contain much that is both useful and interesting. Hope our energetic and worthy editor may long be spared to conduct the publishing of our journal, for it's second to none of all the railroad publications. I would advise every member to read it carefully and thoughtfully. There is much in it that you will miss if you only give it a hasty glance here and there. I have about a year's numbers within easy reach, and I keep reading and re-reading them when I find a little time.

The work of organization having just about been completed, we have been taking it easy the last month. There are only a few who have not yet decided to avail themselves of the advantages of the Order. We expect, however, to, ere long, hear them knocking at the door for admittance. Can't promise them a cushioned seat though, for "standing room" is already at a premium, but we will do the best we can for them if they come. The long struggle for existence experienced by Division No. 16 for years is now a thing of the past, and instead of pleading and begging for additions to our numbers, many applications were

received without a word of solicitation, and I might here say that our door is on the "latch," and if there are any still on the outside, and desire to come inside, they will find a welcome awaiting their coming.

And now a word about dues, which should be paid on or before the first day of July. Let me hereby urge every individual member to remit promptly. It's only three dollars and fifty cents, so let's make it possible for our Secretary and Treasurer to report every member paid up and clear on his books, July 1st, for week ending June 30th. He already has his hands full doing the work of both Secretary and Treasurer, and I am sure he would appreciate receiving all dues on or before the first of July, as this will save him extra work. Of course, I don't suppose any one will be able to remit until after pay day. I know it will suit my convenience to wait until then, but the first cent I disburse afterwards will be my dues (other creditors notwithstanding). Am thankful to be able to say, though, that I haven't many of these.

A good many of you, though, will understand why they are not "many;" simply because many or all of you, like myself, try to get along without what you can't pay cash for, but on our wages it's simply impossible to not have to occasionally ask a little "credit," and now, "Bredderin," don't you see the moral? Pay your dues promptly, and see if we can't get the minimum raised sufficiently to help us to enjoy the necessities of life, at least, without having to ask "credit." I had hoped it might have been done before this reached your hands. The fact is, it should have been accomplished many years ago, but it was not, and why? Because the membership was never more than half what it is to-day, and then many of the members allowed their dues to lapse, and thereby surrendered their membership when, instead, they ought to have paid their dues, and exerted their energies to add new members to the list.

But let's not linger over the omissions and errors of the dead past, seeing to it that we do our duty promptly to insure the best results and the most profitable returns. No farmer expects to maintain his farm and not put any expense on it. You do not ride your bicycle from year to year without some expense. Anything worth having costs something. Let us, then, consider this, as other railway men do, as the very best investment we can make. Don't let the Secretary and Treasurer have to report one single delinquent, for if you do suspend your "Insurance Certificate," and that I am sure none of us wish to do.

It's my candid opinion that it is every man's duty to make ample provision for those dependent upon him after he has received his final summons hence. This is just as imperative as it is for him to labor from day to day to secure for them the necessities of life while he is with them. I have other insurance, but the O. R. T. gives me the cheapest rates of any, and instead of dropping any I already have, I consider it better policy to add more to it occasionally, as my means will

permit, and these I trust will be more ample at no distant day, and this will be the condition of all if each one sees to it that there is no decrease in our membership.

Have just received a congratulatory and very encouraging communication from Grand Secretary and Treasurer Bro. H. B. Perham upon the unprecedented success that has crowned our labors on this side of the river, and on the other side they are "inching right along." That is good, but it would be pleasing to hear that they were advancing by leaps and bounds, the same as we did, when it only took us about three weeks to make our division practically solid, and that, too, without the aid of an organizer.

And now let each one endeavor to give the company an improved service, remembering that this is one of the fundamental doctrines of the Order and your membership should mean a guarantee of efficiency.

DIVISION CORRESPONDENT, No. 16.

Philadelphia, Pa., Div. No. 30.

Division met in regular session, May 17th, with large attendance, also several visiting brothers, one brother coming all the way from Absecon, N. J. One new member initiated according to the new ritual, which was just received. All officers were present except two, whose places were filled by Bros. Overdorf and Powers. Our Past Grand Secretary and Treasurer, J. R. T. Auston was with us also. The third and final reading of the new by-laws was partly finished, but owing to lateness, and also something else on hand, the balance was postponed until next meeting. Meeting adjourned about 11.10 P. M. but the members did not go home yet. Ask Bro. Seibert or Overdorf. There were hot times in the old town that night. I am sorry to say that I had to leave before I could get my hooks in but from the smiling faces (or rather swelled heads), I do not think they went home very early. I think I hear a speech in the far distance sounds like Bro. Seibert. On account receiving no note from any who participated, cannot give any particulars.

The B. & O. boys still manage to fight for the circuit, but, my, how the night men do study the moon. None of the Hall Iron Operators have started yet. We are getting tired of waiting to be fired.

Bro. Hill has been appointed operator 24th and Chestnut Streets from Holmes, Pa. Mr. Gannon from Commercial Avenue holding Holmes down at present.

Few other changes, but haven't space or date, so will close.

W. J. & S. Division—

We are very sorry to hear Bro. Robinson's home, at Ancora, N. J., was visited by the grim reaper "Death," who took from the Bro. and his wife their beloved baby, which died suddenly, Friday, 25th, and we desire to extend our earnest

sympathies to them in their bereavement, and hope that they may look up in their sorrow and say, with Christian spirit, "The Lord giveth, the Lord taketh, blessed be the name of the Lord. And we know whate'er befalleth, Jesus doeth all things well."

Every station on the Atlantic City division has night men except Ancora and Haddenfield.

Bro. Robinson is being relieved by Walter Vaughn, who is doing his first telegraphing. Keep it up Walter, rush 'em one and all, you will soon be with us.

Mr. C. D. Heath, operator at Berlin, N. J., the man with political pull, was off ten days assessing taxes, he being Tax Assessor, Real Estate agent, Fire Insurance, and all round man, and also runs a cigar store. Yes, we all smoke.

Members of Divisions No. 30 and No. 4 contributed quite a little sum for a floral design, to be presented at the funeral of our late Division Operator, H. Fondersmith, of West Philadelphia, who died very suddenly on Sunday, May 26th. It is our desire to have the floral piece photographed and forwarded to our Grand Secretary and Treasurer, for a reproduction in THE TELEGRAPHER.

This, however, will have to be decided upon later.

PAT SNOMISS.

Canadian Pacific Railway.

Atlantic Division—

Am sorry to see that the boys are not showing up better and writing a few words for our division, so as to keep up with other roads. We are as good looking, and should be as smart as any of the men on other divisions, and should make our division look up as well as possible.

I will now commence with Fairville. There is Bro. Wiles hard at work at the key, and rebilling coal, also answering the telephone. How about the telephone girls, Herb., do they bother you much of late?

Bro. Rowley, at "BD," is having a fine time now, making his garden. Al., send us a bunch of sweet peas, as we cannot raise them on coal cinders very well.

Bro. Stevenson, at "NS," is building himself a new house this summer. Glad to see you prospering so "9." You must not work too hard, as the blueberries will soon be ripe, and will make things a little interesting during the hot weather.

Bro. DeWitt has been appointed Agent at Hoyt, Bro. Segee taking Fairville nights as the black flies don't agree with "JS" very well.

Bro. Nutter, agent at Frederickton Junction, is still doing the grand with Bro. Nason, night owl. How about the plug at "HY," N? Does he bother you as much as ever.

Bro. Davidson, at "MC," is holding down the noble No. 4 wire. What do you do now, Ed, you cannot see the grass widow. Ha! ha!

Bro. Crawford, at Magaguadavic, is doing a very rushing business. They tell me he sends two train lists a day, and goes fishing the remainder. It is

to be hoped that he will have a little more to do now that the ballast trains are about to go on. Good luck, Jack. Look out for the overtime, and send in your tickets promptly.

There is Bro. MacKay, at McAdam, holding down the key by night, and a good fellow at that, with P. P. Dow as day man. Say, Mac, can you not get Paul in line?

Well, now, boys, I have said all I can for this time. Some of you take a tumble and send a word or two so as to show that you are all alive, and not let us be beaten altogether.

S. CERT. 1322.

Thunder bay, Wabigoon and Rat Portage Sections—Western Division—

While reading the pages of THE TELEGRAPHER for April, I see no mention of our standing, or of events occurring on our "Star" division, viz., Fort William to Winnipeg. I presume the scribes are all holed up to keep clear of the weather, and thus save their complexions. However, as mine is already weather-worn, I will risk the damage, and "air my sentiments" to let the readers of our journal know that we are alive up here, and as I hope and believe, well up to the front in point of members, leaving out of consideration our loyalty to the cause, which from the "wars and rumors of wars" that from time to time float over the line, I conclude is second to none. Amen say I.

To avoid trying the patience of our amiable editor. I shall give, in as short a space, and with as little comment as possible, a list of "our boys," their location, etc.

Commencing at the eastern extremity, Port Arthur, we have Bro. Belleau days, burning the wire occasionally, slugging baggage and freight (more power to your arm; smash it, Frank), and swearing at the telephone. F. J. B. is the right man in the wrong place. We hope soon to see the wrong righted.

Bro. Bonewell, nights, is relieving dispatcher.

At Fort William, terminal and dispatching office, we find A. W. Hodgson, Chief; A. Hatton, first trick; Bro. W. J. Uren, our General District Chairman, second trick (May the Fates reward his efforts); Mr. C. A. Cotterell, lately arrived from Cranbrook, Crow's Nest, doing third hours. He throws 'em down hard, eh, boys?

Bro. Large, agent, Murillo.

Bro. (not Annie) Roney, agent, Kaministiquia.

Bro. Healy, agent, Dexter.

Mr. Campbell, agent, Savanne.

Bro. Robinson holds an agency at Carlstadt, but is doing night work under pressure. Kick, "Robbie," it don't go.

Bro. Hill, agent, English River, also working nights, but without pressure, they say. How is this?

Bro. O'Neil, our Division Secretary, agent Bonheur.

At Ignace, sectional point, are Bros. Callan, agent, and Cullen nights. Have not yet heard name of the day operator, who is a new man.

"Culley" throws "hot stuff;" almost stalls the dispatcher.

Tie trains are now busy on Thunder Bay section, with telegraph office open at different points as they move along. Operator Hearn in charge.

On Wabigoon section, Bro. Bedard, agent, Tache. Bro. Cavanaugh, agent, Dinorwic, a thriving little burg.

Bro. Parlee, agent, Wabigoon.

Bro. Stone agent, Dryden.

At Eagle River, Bro. Brown, agent, with Mr. Gilbert nights (come into the fold thou wanderer).

Vermillion Bay, Bro. Kellum presiding genius.

At Hawk Lake, Bros. Hodgins and Clinton, agent and night man respectively, the former at present on a six weeks vacation, visiting friends in the East, the latter relieving him. O. C. is as busy as "a bear in a bee's nest."

Bro. Merrihew relieves nights. He says he never sleeps, but just ask the "boss."

At Rat Portage, the next sectional point, Bros. McDonald and Picken, day and night men. Yes, he's the same "Pick" who trotted the heat that broke the record down at Port Arthur. Bad stuff, too; ask C. A. C.

Bro. Gould, L. C. operator and ticket clerk at passenger depot. Swell job; fine young man, but, alas, too fond of the girls.

We must here mention our regret at the loss of Bro. Bromley, formerly night operator at Rat Portage, and late agent at Carlstadt, who has resigned from our midst and bled him West. Good luck go with you, "Ben."

Rat Portage Section now claims our attention, and as we have a long stretch of line to go over, I trust the "Printer's Devil" won't "cut me out" till I arrive at the end.

At Keewotin we find two "nons"—birds of a feather, etc.—Mr. McAdam, agent, Mr. Wormworth, operator. Guess its chronic with 'em now.

Bro. Best nights at Deception, presents a striking example of "Love in a Box Car." Happy days, Ed.

At Ingolf, Bro. Agar bills wood and wields the brass.

Rennie has Bros. Campbell and McNeil, respectively agent and nights.

At Whitemouth, there is a brother who's name has got into my "Forgettery." Pardon, brother. I will fish it out for next issue.

Bro. Tighe, agent, Molson.

Beausejour is held down by Mr. McDonald, who completes the list of nons. Come in and look out, old fellow.

Bro. Erskine, agent, Tyndall.

Bro. Dumas, agent, Selkirk, and another Bro. Erskine, agent, Bird's Hill, winds up the run.

There is another new man on the division whose name I have not yet heard, who is at present working pile driver office at Scovil, Wab. Sec.

Other ballast, pit, and work train offices are likely to be opened soon, and there is an outlook for a brisk and prosperous season for the company, which we will, I am sure, all appreciate, for our interest as well as the company's.

With an apology for the length of this epistle, good wishes for the general welfare of the Order, and thanks to the Editor, I will close.

In S. O. & D.,

MACDUFF.

Lake Superior Division—

This being the first item to appear in our journal since the creation of the above new division, with its headquarters at North Bay, Supt. Williams, of the O. & Q. division being appointed General Superintendent. Changes on this division have been so numerous amongst the operators and some of the smaller stations, that the writer cannot give the names of the new arrivals.

F. Egan, Rayside, transferred to Markstay.

Graham, Markstay, transferred to Rockliffe.

Loss Lamb, Moore Lake, transferred to Garden River Ballast Pit. Loss still wonders how it was his best girl was at the station to meet him, when he did not tell her he was on his way to The Soo.

Scurrah and Mayo work the tricks at Sudbury, while Dunigan and Moran are downstairs at North Bay, upstairs being the home of Omeara, MacArthur and Hawkins, all three fine fellows, and strictly brotherhood men, Omeara being a sport, and owns a nag that can beat anything trotting between Atlantic and Pacific. This is big talk, but Joe says it's all right, and open to receive challenges, provided a good, big purse is put up as a guarantee that the other fellow will stay with him to a finish in three heats.

Newman and Patterson look after the wires at Soo. Patterson being late of Sturgeon Falls, could not see the error of his ways till he ran across our local Chairman on his way to the Soo, who explained to him that he was on the wrong road, and, after a short conversation, promised to fill in an application, and be one of the boys.

Operators are getting scarce in this district, as the new material taken on is very poor stuff, and would not have been looked at some five or six years ago. Surely this accounts for the O. R. T. being after the ham factories. It is to be hoped they will still get scarcer in the next few years.

Very few delinquents on here, but a few nons. We have some we don't want, and others don't want us.

Our Bro. Scribes, on the Pacific and O. & Q. are evidently wide-awake fellows, as they appear well posted as to all matters pertaining to their divisions. Wonder what is the matter with our last half yearly report, as it has not made appearance yet. As this is an important matter to us all, it should not be delayed. Some members say we are dying a slow but sure death, and such may be the case unless there is an awakening pretty soon.

The time is drawing close for the election of officers. Would it not be well if the General Chairman would call a meeting of each freight division, and attend it himself, and tell us what has been accomplished in the past four years, and what the prospects for the future are for this

great system. I am sure all would be pleased to meet him. Again, it would give us a chance to get together, and we could choose the very best man on the division for local Chairman, as otherwise the results are not always so good. What we want is a man with a good reputation in the eyes of the company, and one that understands his business thoroughly, and is not afraid to face the officials or gets disheartened because he fails to get just what he wants when he is turned down a couple of times, and above all a genuine hard worker for the Order, not a figurehead. By selecting men of this stamp, I fail to see why we should not be able to keep pace with the other Orders, with upwards of a thousand operators on this system.

Why can't we support a salaried general chairman? This matter I would like to see thoroughly discussed and brought up next time the General Committee meet, as it certainly would be of a great benefit to us.

Bro. Vent does the relieving act this season, and he will find lots to do, as all the boys will be taking their two weeks, in order to visit the Pan-American, and when he gets on the Soo Branch, he will get it hot and heavy, as business is very heavy this season, so they say.

Twohey is agent at Temiskaming. He likes it so well at that station that he has decided to settle down for good. He says fishing is good. And so is mosquito shooting. Fact of the matter is, he has struck a mash.

Egan, at Blind River, works night and day. Says he can get no help, so he puts in the overtime.

Morrison, at Echo Bay, says he has nothing at all to do these times. The shipments of beef have stopped. While these shipments were going on in winter time, he had to sit beside them with a shot gun, to shoot any tramp dog that might come along, as he has no freight shed to store his freight in, and does not want any claims made for freight shipped from his station. How about it, John? If this finds its way to press, Bluestone will give us a sermon in next month's journal on our Present and Future. As he is a great man of experience, no doubt we all will enjoy it.

Will now quit, with best wishes to all the boys.

JOHANNES.

Mountain & Shuswap Section—

Bro. Broderick has returned from the East and resumed night duty at Field, Bro. Swerdburger, a new arrival from East, going to Ross Peak ballast pit.

Bro. D. McManus is relieving Bro. Commiskey, agent, Vernon, who is away on an extended vacation.

Bro. Jelly has been appointed temporary agent at Field.

Bro. A. Sharp is relieving Bro. Roger Barker, at Palliser.

At Golden we find Bro. Wells, agent, and Bro. "Soak-'em-hard" Dunn as night operator.

Donald ballast pit telegraph joint is in the tender hands of Mr. W. Burton. "W" will soon carry a piece of O. R. T. pasteboard.

The Grand Secretary will be invited to hand out cards to three new members on this end shortly.

Bro. Ross, a newcomer from the East, is operator at Bear Creek.

Bro. Haney has been appointed agent at Enderly. Bro. Hayward, operator Notch Hill, has resigned. Mr. Paget, formerly messenger at Revelstoke office, is now operator at this point.

He was a seedy-looking hobo. The stubble on his face resembled a wheatfield after the crop had been removed, and the shock of delightfully red hair that covered his head would have held up any train in America, and would give the most law-abiding barber a fit of hysterics had he been invited to cut it. His attire had seen better days, and had evidently been made for some other person. His trousers were of the extreme high water style, and it would have taken something stronger than a little sugar to coax them down to their proper latitude. The rest of his apparel would have looked better had it been a little smaller, say about three sizes. Something about him interested me. If he hadn't seen better days he had been in pretty hard luck, and was about to approach him in his sunny corner, when he meandered into the waiting room, and sticking his "ball of fire" through the ticket window, said:

"Say, Cully, will you give me a drink?"

I handed him a glass of water. He accepted it rather reluctantly, I thought, and gave me a reproachful look as he did so. Divining what was in his mind, I said:

"Perhaps you would rather have something stronger."

"Bet your life I would," he replied, and the way he said it was very convincing.

By the attention he gave the wire, I judged him to be an operator, and intimidated it to him.

"Yes, I have hit a key some, and the bottle more. I used to work on the Colorado Southern. Got this flat wheel over there," and then I noticed he had a wooden leg of the stump variety.

"Over on that pike they run things economically, and trains do not carry train crews. The only men on the train are the engineer and firemen. When a train comes into a station on that pike, the agent has to do the switching. That's how I got my flat wheel: got mixed up with some car wheels. I quit the job and made myself this wooden leg, and with my faithful dog, 'Rastus,' started to travel. 'Rastus' later on got mixed up with a fast train on the Rio Grande, and when I picked him up, his mother wouldn't have known him. I buried him as decently as I could. He was a good dog, and knew more about chicken roosts than most dogs, and provided me with more than one chicken, and Tanquary's dog was not in it with him on general railroad work. If there's a heaven for dogs, 'Rastus' will get a front seat. Well, about this time, I struck a job driving a stage. Found it rather awkward at first, climbing aboard with my 'flat wheel.'

"My railroad experience had given me command of a fine, forceful, picturesque language of a blue shade, which seemed to be very effective with cayuses, and I was able to make some pretty fast time. In a short time I was promoted to the fast run between Deadman's Gulch and Kill-me-Dead City. About this time I fell in with a 'fire escape,' or evangelist, as they call 'em in the East. He, too, had a 'flat wheel,' and I couldn't resist the temptation to trade legs with him. It was a sorry day for me. When I spoke to my nags, I did it in scriptural texts, and was forever quoting chapter from the bible to them. In a short while they had me sized up as 'fatty,' and struck their own gait. Consequently I was always late getting into the Gulch, and the boss threatened to fire me. Then, again, I was always poking my nose into the business of the stage patrons, and forever quoting texts to them, and in a short time complaints began to roll into the boss, and again he swore to fire me if I did not quit my 'grafting.' I couldn't help myself. That wooden leg had me completely under control. I had been given all the rope that was coming to me, and expected to be fired any time, when along comes the 'Devil dodger.' When he saw me, he was so eager to get his leg back again, that he knocked me down in his haste. I was mighty glad, too.

"After we had traded back, he told me he had had a fearful experience since he traded legs. When he attempted to address a meeting, he used the most awful language, and several people had shot at him, one of the bullets passing through his wooden leg. In fact, it nearly ruined his business.

"Next day I took my stage out I conversed to my 'bloods' in my old style, and say, they cut down the time four hours on an eight-hour run. I never felt so happy in my life."

"Say, do you know a fellow named Simpson down on the Prairie, near Virden?"

"I do."

"He used to belong to the I. O. B. with me."

"What layout is that?"

"What! never heard of the Independent Order of Boosefighters? Where have you lived all your life?"

CERT. 744.

Baltimore & Ohio Railroad.

Middle Division—

Noticing article written by Cert. 1461, in March number, will say I am afraid it is not quite on the level to criticize on an unfounded rumor. The rumor that our Division Dispatcher, Mr. W. B. Cronk is going to break up the O. R. T., is evidently a malicious falsehood. Brothers, let us be positive in our criticism, and put no faith in tale bearers. Mr. Cronk is well liked by all, and we have absolute faith that he will stand up for the rights of his operators. What we need most is a system division, that each and every member may know what is going on in the O. R. T., and

appreciate his membership. This will not only do good in many ways, but will encourage non-members to take more interest in their welfare, and join our ranks. From all indications, the boys are waking up, and are looking for better days. We have very encouraging news from all along the line.

Bros. J. H. Loving and O. J. Smith have been appointed relief operators between Newark and Cambridge, Ohio, Bro. Loving days; Smith, nights.

At East End, double track, we find Bro. Friel nights, and Turner days. Both good men.

At Clay Lick, next tower east, we find Bros. Clark and Simpson holding the fort, and keeping the wildcats at bay. Bro. Clark says the point is haunted.

At Blackhand we find Opr. Thornton nights, E. L. Chert days.

Not acquainted with Oprs. Claypools, but hope they are O. K.

At Pleasant Valley we find Bro. Hinshaw working first trick, with Opr. Stultz (Snakes) the star comedian and dispatcher's pet.

At Dillon's Falls we run up against two staunch brothers, Bro. Thompson days, and Bro. Laxton nights. Bro. Laxton just arrived from the Atlantic Coast line.

At Zanesville we find Bros. Galligher and Bell holding down "QN" and dispatching trains on the "BZ" line.

We next run up against a hot joint, "BZ" tower, Zanesville, with Bros. Sayers and Dilly at the key.

At Coaldale tower we find Bros. Sapple and McKnight, two good brothers, but rather lazy. Too much time between acts.

At Sonora, Bro. Rusk handles the Block, sells tickets, ships freight, and keeps the trains going.

We are glad to hear that Bro. Frank Hoke, night man at Cambridge, is back at the key after his narrow escape from the wreck, in which Engr. Grey John lost his life.

In S. O. & D.,

CERT. 227.

St. Louis, Div. No. 2.

To use a racing expression, "Pittsburg Division, No. 52, in the lead as the banner Local Division. St. Louis Division, No. 2, closing up the gap between them very fast, and running easy."

At our regular meeting, on May 6th, thirty-six new members were admitted to membership, and at our second meeting, May 20th, seventeen new members were admitted, making a total of fifty-three for the two meetings in May, with several applications on hand for the next meeting.

Not content with alone increasing our membership, our division has already arranged for the election of Local Boards of Adjustment on a road under our jurisdiction, with a view to an early presentation of a schedule, and as we now represent 92½ per cent of the telegraphers on that line, with good prospects of making it solid before the

committee goes before the management, we have every reason to expect success to crown our efforts.

Our Secretary and Treasurer, Bro. C. P. Comer, is away on a vacation, Bro. P. L. Yerby filling the office during Bro. Comer's absence.

At our last meeting, a motion prevailed that any member of this division who should secure the petitions of two new members between now and June 30th should have his dues paid by the division for the next term. Already a number of members have taken advantage of this offer.

Div. Cor.

Union Pacific Ry.

I have been a quiet worker in the ranks ever since our Order's first incipency, but am not nor have I ever been a member of that class commonly designated as Reformers—I consider sometimes that I am not even alert to my own interests and realize more than I can tell the fact that I am not as consistent a member of our grand Organization as I should be. Periodically, however, I awake from my lethargic state and bring myself to a realization of the "crying needs" and start the emancipation crusade, but like a number of abler workers within the fold, my efforts bended toward calling the attention of our Brotherhood to their inaction through the mediumship of our official publication, seldom get beyond the threshold of my office.

The short article I will endeavor to indite at this time will be dedicated to the "Summer soldier and the Sunshine patriot." If there is a more discouraging class of human beings on this mundane pedestal than that class whom we may properly term "Whiners"—holding membership in labor organizations, my optics have never beheld them.

I like a dissenter—a man who will arise in a lodge room or in an assemblage of his fellow craftsmen and announce openly his ideas on a subject under discussion, knowing himself to be in a hopeless minority, and brave the sarcastic epithets of his brother workers, and who speaks the sentiments that emanate from his heart, but I loathe that other member who sits silently by and grumbles after adjournment at the official act of some person of authority, and who has no remedy and will not even raise his finger towards rectifying the evils that exist.

It is hard, indeed, for an official to satisfactorily perform the functions allotted him when a proper degree of interest is not shown by the common herd whose welfare he is employed to further.

After a cause has been fought and lost, it is an easy matter for any of us to criticise official acts and point to grave errors that have been committed by our officials.

Let us not be grumblers, but profit by the experiences of the past—turn the calcium light of truth upon the turbulent waters and remove the obstructions.

The real source of trouble, in my humble opinion, that exists in our, as well as in all other

labor organizations, is the lack of zeal on the part of the membership.

We hear with a smile the oft repeated story of the Arkansaw settler, who told the traveler that he could not repair his house while it was raining and that when the atmosphere had cleared his house didn't leak. But the telegraphers all over this land are following the precept of this historic Southerner.

What would be the result if all our military schools were closed, our naval academies discontinued, our standing army disbanded, all equipments of warfare stored and permitted to become rusty from disuse, and wait until the dark clouds of war had begun to hover over the horizon of this nation, threatening us with annihilation, before action was taken for successful combat? Would a political party that followed such procedure meet with much favor from the suffragists of this country? Isn't this what a large number of our Brothers are doing during the time they are changing a schedule or seeking one?

It would be a poor farmer who paid no attention to his fences until his neighbor's hogs had begun rooting his corn or stray cattle begun feasting on his oat crop—knowing the fences were not reliable—depending altogether on his hired man, who was perhaps burdened with other duties. This is in line with the principle some are following. A large number take no interest whatever in the workings of our Organization, except to criticise some official act—not giving any remedy, but words of censure. This is no manner in which to upbuild a labor organization. But get to work on the common member and enthruse him with the idea that he must take an interest in the Order's teachings and form the bulwark upon which an organization must rely.

I met a member of our fraternity recently, in good standing, who thought the Mortuary Fund was used in the maintenance of the beneficiary when the member insured was out of a job on account of a strike.

To counteract this display of ignorance, I met a railroad official yesterday who didn't know for what crime the Younger brothers were imprisoned at Stillwater. So we can understand that not all of the ignorance has been usurped by the fraternity.

We have as much ability and earnestness of purpose within our ranks as any other class of workers, and let us be up and doing—not depend altogether on our officers, but all work together unceasingly for one common end—the betterment of our condition.

Let us all consider that we have as much interest in our Organization as any officer has.

Many members pay their dues from year to year in a passive manner, never manifesting the least interest in the Order's welfare and seeming to consider that their whole duty had been performed when their semi-annual notice of dues had been responded to by a money order.

A member who considers he has fully lived up to his obligation in merely paying his dues, will never do the Order any good, and the sooner he

wakes up or gets out, that much sooner will the membership at large be benefited.

If a member does not realize that the obligation he has taken forms him into a solemn compact that all must work together for the good of all, he must learn it or he will never aid the cause.

If we do not fraternize and extend the feeling among our co-workers that we have one common purpose in view, and that all our efforts must be bended in that direction, and cannot be convinced, we are too heavy a burden for any labor organization to carry and had better be unloaded before trouble comes, and the pages of our magazine are disgraced by our names appearing in the scab list column.

Capital is forming and concentrating its strength as it never has before, so let us get down to a good, substantial working basis. Not spend too much time in criticising official acts, but do a little renovating in our own cabins, and see that we ourselves thoroughly appreciate the obligation we have assumed and the labors our efforts are designed to accomplish.

Let us be fraternal among ourselves, and take this tip from Hugo:

"Fraternity stammered out, and meant but half, But makes the foe his shoulders shrug and laugh."

If this effort should break into print, I will probably come again.

COLUMBIAD.

Kansas Division—

Wm. Nichols, in continuous service eighteen years as first trick dispatcher at Kansas City, resigned, May 15th, to take a similar position with Union Pacific at Denver. Mr. Nichols will be remembered as a thorough business dispatcher, and impartially considerate in his dealings with the boys, who wish him success in his new field of labor.

The ballast pit, near St. Mary's, has closed for a time, and Bro. Sherfy is back in his old place at Perry, nights, until it reopens.

Bro. C. W. Foss, of Junction City, made a flying trip to Missouri, last month, to visit "friends." The trip, though short, was undoubtedly sweet.

Bro. P. J. Garvin, agent Ft. Riley, was off for a week the fore part of last month on a business trip to Davenport, Iowa.

Bro. D. C. Leach, of the Junction City force, with his family, spent Sunday in Kansas City, recently, to hear Dr. Roberts, the noted lecturer, of whom Bro. L. is a great admirer.

We note the following changes among the night men: Bro. Criswell from C., R. I. & P. Jct. to Kansas City ("Z" office) nights. Bro. Lovelace, Bonner Springs, to C., R. I. & P. Jct. Bro. Willoughby, Linwood, to Bonner Springs. L. P. Hartzell, Wamego, to Linwood. Bro. J. E. Drummond is nights at Wamego, and Bro. L. C. Stout, nights at Lawrence.

The sympathy of the fraternity is extended to Bro. Cosley, agent, Armstrong, who recently lost his wife, her death occurring May 24th, and interment at Armstrong, May 26th.

The following lines written by a former member of the Order on this division, now out of the business, seem appropriate at this time, when so many of our brothers are turning their eyes forward to the farm as a place of quiet retreat from the trials and tribulations of railroad life. The poem is dedicated to his friend, an operator on this division.

AN ODE TO THE FARM.

How dear to my thoughts are the plans for the future,
Which came by suggestion from ————,
No longer I seek for official labor,
The slave of the office, to me, is no good.

Who says that the farm is no place for the young man,
That men of intelligence all flock to town,
I tell you one thing, I speak also for others,
The farm is the place to find men of renown.

I'm not alone in my love for the country,
There are thousands who loved and who love it as I,
Such men as Abe Lincoln, as Garfield and Jackson,
Who for grandeur, the country, the city, defy.

Who can dictate the hours or the price of your labor,
Or storm if your "crowbar" be lost in the swim,
Who can command you to turn on the steam or the water,
If you fail, say to you, excuse is too slim.

Yes, give me the farm, the farm in its glory,
Tho' lonely at times as I'm plowing the corn,
For I long to become a *Farm Legislator*,
That I may drop on the railroads an oratorical storm.

PAUL KREGER, JR.

Northern Pacific Railway.

Dakota Division—

Mr. Dean, one of our dispatchers, has left Jamestown for Tacoma. Sorry to see you leave us, Mr. Dean. He is being relieved at Jamestown by P. J. Coleman as regular dispatcher.

Bro. R. E. White promoted from night operator Jamestown to manager. All the boys are glad to see you advance, Bro. White.

Bro. J. W. Snyder, agent Oriska, relieved Bro. White as night operator Jamestown. Success to you, Bro. Snyder.

Bro. W. S. Downing promoted from Sanborn nights to Lisbon as day operator.

Bro. Bennett, day operator Sanborn, promoted to the agency at Oriska.

Bro. D. M. Pickens promoted to day operator Sanborn.

Mr. J. A. Axt, new man at Sanborn nights. Not an Order man, but says will be with us soon. Come on, Mr. Axt, we will welcome you.

Bro. W. H. Drewe, day operator Valley City, is laying off for a few days, being relieved by Mr. Cronin, night operator, who, in turn, was relieved by Bro. J. E. Boyle.

Mr. J. E. Vernon, agent Dawson, has resumed work after his vacation and visit in the East.

Brothers, every single one of you, get out and work for the good of the Order, and get after the "nons," and help us to make this division solid O. R. T. It can be done if we only work for it, but it takes hard work. Come on, brothers, don't delay. Help us do this work at once.

Div. Cor.

Pacific Division—

Bro. McNaught, of Portland, "V" office, has resigned. "M" is going to try Alaska for a change. Hope you make more money there than you have with the N. P. during your twelve years' service with them.

Bro. Ellis, of Portland Terminal Office, "VC," has resigned, and accepted a position with the O. R. & N., at Portland, on the new quad between Pocatello and Ogden. Bro. Long, night operator, relieves Ellis, and Bro. Warrensford, a new man, succeeds Bro. Long as night operator.

Bro. Bernard has resumed duty at Kalama, after an absence of over a month. We understand Bro. Bernard has some pretty good mining claims, to which he has been looking after during his absence.

Bro. M. F. Marshall has again resumed duty as agent, Napavine, after a brief illness. Glad to see you about again, brother, and would suggest you don't work so hard hereafter.

Bro. Weiland, Ocoasta, has also returned from a brief illness, and is again at work. Eat plenty of crabs, Bro. W., and get fat and strong.

There has been a new trick created in Tacoma dispatcher's office, increasing the force to one more man. The force there consists of Bro. McMasters, chief dispatcher, Bro. Ed. Coyle, night chief, and Bros. Flynn, McCabe, Ed. Mason, W. B. Knowlton, and Mr. Dean, late of Dickinson.

Bro. Fred Cook, formerly day man at Ellensburg, is now in Tacoma, with the Associated Press, relieving Mr. Pressell, an old timer, who is east on a vacation. We are glad to have Fred with us, as he is a good rooster on the baseball bleachers.

Mr. E. E. Dildine, Assistant Superintendent of Telegraph, with headquarters at Tacoma, has moved into his new quarters, adjoining the "BY" relay office. Both Mr. Dildine and the Relay Office have been newly refitted, and another quad set up between Portland and Tacoma, taking place of the old duplex.

Bro. H. S. McIntyre and Mrs. McIntyre, are now at Leary, as agent and night operator. M and Mrs. "Mc" are well known to everyone on the

Pac. Div., and we are glad to have them with us again.

Bro. J. Wardenburg, formerly at Tacoma Superintendent's Office, is now at Auburn, at nights. Don't get too familiar with those seminary girls, John.

Bro. McReynolds is agent at Kanaskat, formerly of Chehalis, nights, vice Bro. Moore, now night man, Roy.

Bro. W. D. Curtright, Lester, has again resumed duty, after a tussle with the measles. Bro. Randall, who had charge of Lester during Bro. C's absence, has relieved Dickinson, at Oakville. Bro. Dickinson on leave of absence.

Mrs. S. E. West has again resumed duty at her old stand, Martin, vice Mrs. Shields, who goes back to night operator, and Mr. Shields, the newly married man, is relieving Bro. Casner, at Ellensburg, who is on a vacation.

Bro. Willis, at Clealum, night, still prefers to be a night owl. Mr. Wetzell, a new man days.

Bro. "Bill" Mundy, ex-operator, Superintendent's office, Tacoma, is now night chief at Salt Lake City, with the W. U. You are a lucky dog, Bill.

Mr. C. H. Gaunt, for a number of years manager at Helena Relay Office, and late manager of St. Paul General Office, has again been promoted. This time to Assistant Superintendent of Telegraph, with headquarters at St. Paul. Mr. Gaunt is an electrical engineer of no mean ability, and his new position will give him an opportunity to make use of his thorough knowledge.

The Seattle & International Railway has been absorbed by the Northern Pac. Ry. Co., and is known as the Seattle Division, N. P. R. Co.

The conductors and other organized labor on the N. P. Ry. Co. are in St. Paul getting fixed up. The operators are sitting at home, and being "good." Did the telephone scare take all the energy out of you, that all these years service on the N. P. has left? Well, boys, continue to be good, and when you go to bed and have troublesome dreams, viz., your salary raised \$5.00 or \$10.00, when you get up, drive away such evil thoughts. Don't make any effort whatever to force the company to restore the money they took from you in 1894, when we had a schedule in force, which the company made void by promising we should have the old salaries again soon as business allowed.

We are now doing more business than we ever did, and the company are farther away from their promise of 1894 than ever, as far as the telegraphers are concerned.

They say the operators are satisfied with what they are now being paid, as no complaints are ever made, but we know better, as there have been several requests made lately that have been turned down.

Your living expenses have increased, your house rent, food, clothes, and everything except your wages, and yet you cannot raise the spirit to kick on such uncalled for greediness on the part of the N. P. Ry. Co. officials.

Missouri Pacific Railway.

Division 31 is one of the leading system divisions, and the harmonious manner in which her officers are putting forth the effort to make it the leading and most active of any is bringing forth fruits that will be recognized on all hands.

General Chairman T. W. Barron has been laying off for thirty days, and devoting his entire time to the interests of the Order, and the way he has been crowding the mails, would lead us to believe he has not been idle.

General Secretary and Treasurer R. C. McKain has not been idle, either. The delinquent members can certify to this, as they have each been duly reminded that time is short in which to get a green card.

Assistant General Secretary and Treasurer F. L. True has been kept busy during his spare moments in booking the remittances, and entering new members. He holds forth at the shops, East Sedalia, Mo.

P. M. Herrin has resigned the Local Chairmanship of the Central and Valley Divisions, on account of not having the necessary time to devote to the work, and J. D. Turner, of "CF," Little Rock, has been appointed in his stead, and is waking things up on his district. He has appointed four active assistants, and they are all hard at work.

R. S. Wilson, manager at Poplar Bluff, Mo., is getting a move on himself also. He is ably assisted by W. M. Holman, manager at Carondelet, Mo., and T. W. Cheatham, manager at DeSoto.

W. L. Osborn, Local Chairman, Arkansas Division, is not asleep, but is trying to bring his division to the front ranks. He is ably assisted by A. W. Jernagin, at Malvern, M. L. Walsh, at Bald Knob, J. F. Beville, at Knobel, and E. S. Heaton, at Paragould, besides several other members.

J. M. Kelley, operator at Lee's Summit, Mo., and Local Chairman for Kansas City Section, is keeping up his district by the able assistance of M. J. Maurice, days at Osage City, Kan., and E. G. Tredway, agent at Grand Pass, Mo.

H. T. Strahl, agent at Englevalle, Kan., is doing all he can, but owing to his location, he cannot keep up with the boys as easily as some of the other Local Chairmen. We cannot say at present who are his assistants.

L. B. Sanders, agent at Waterville, Kan., as Local Chairman, and K. M. Gill, operator, Concordia, Kan., and J. E. Banning, operator at Union, Neb., as assistants, are taking care of the C. B. U. P. and Western divisions, as will be seen by the various notes from that district.

We don't hear much from W. D. J. Whitchurch, day operator at Council Grove, Kan., and Local Chairman for the Pueblo Division, and cannot say who are his assistants, but he is busy looking after the affairs of Division 31.

E. R. Wynne, lineman at Bald Knob, as Local Chairman, represents the linemen on the General Committee, and is ably assisted by J. Fitzpatrick,

of Kansas City, and Wm. Thistle, of Atchison, Kan.

Of course, J. C. Boggs, in St. Louis, is looking out for the best interests of the order on the St. Louis section of the Mo. Pac., though I am not prepared to announce his assistants, but as he has held this position for some time, he will be found doing the right thing.

Wilson, Osborn and Whitchurch, of the General Committee, constitute the Finance Committee, who examine and approve all bills against the division before being paid. The following bills for April have been approved and ordered paid:

Sedalia Printing Co., letter heads.....	\$ 4 50
F. L. True, Asst. Sec., salary.....	15 00
Postage	2 35
T. W. Barron, Gen. Chairman, salary, Feb.,	
March, and April	30 00
Postage, March, April and May, and station-	
ery	6 00
Printing bill paid for circulars, May.....	3 25
Time lost adjusting grievance, April.....	8 40

Total\$69 50

An effort is being made to establish district meetings of the membership at convenient places on each division, and it is hoped this opportunity will be appreciated and taken advantage of generally, as a means of interest to all, and giving all an opportunity of discussing the affairs of the division.

Kansas City and Council Grove Divs.

Bro. W. E. Thomas, after laying off a few weeks, has resumed work at Centropolis, Mo., as agent.

Bro. J. Dudley, the popular agent at Bucyrus, Kan., is laying off, being relieved by extra man C. A. Rex. Please note the following, which was cut out of one of our daily papers:

"Reliable information says that D. H. Hefflebauer, of Bucyrus, Kan., ex-Treasurer of Kansas, sold a tract of land in the Beaumont, Texas, oil district for \$100,000. Two Western Union operators who made the deal, received \$5,000 each, commission."

Bro. Dudley is one of the lucky W. U. operators. We congratulate him upon his good luck.

Mr. Charles Dunaway, day operator in yard, Osawatimie, laid off few days in middle of month. Can not say who relieved him.

Bro. Steve Shafer, day operator and clerk at Ottawa, Kan., took a few days off, and was relieved by extra man C. A. Rex.

Bro. J. M. Sturn, agent, Pomona, Kan., is back again at his post.

MARKED.—On April 3d, 1901, Bro. J. M. Sturn, of Pomona, Kan., to Miss Grace Green, of Bethany, Mo.

Bro. Sturn is the genial agent for the Mo. Pac. Ry. Co., at Pomona. The telegraphers extend congratulations to the happy couple.

Bro. George Neill, night operator at Lomax, Kan., took a few weeks' vacation during which

time he visited Topeka and other points of interest. Ext. opr. B. O. Bundy relieved him.

Bro. W. H. Long is now nicely situated as agent at Miller, Kan., vice Mrs. J. B. Havens. resigned. We are all sorry to lose Mrs. Havens. She worked for Mo. Pac. for a good many years, during which time she made many friends.

Mr. J. F. Jones gets night job at Osage City, Kan. This is "J. F.'s" first job. He says he will join soon as eligible.

One new passenger train put on May 19th, thus making double service between St. Louis and Pueblo, Denver, Salt Lake City, and San Francisco. Eastern brothers please keep this in mind when routing passengers. Don't forget the scab lines, viz., Southern Railway, Colorado & Southern, and A. T. & S. F.

Western Division—

We understand our friend W. A. Scott is doing nicely with his new store at Paul.

Bro. Reveal, formerly nights at Nebraska City, has been set up to night relay man in dispatcher's office at Omaha. "RO" is a good man, and deserves the job he has.

Bro. Lemer has accepted a trick dispatching on the Central Branch at Concordia. "X" is one of the nicest men on the west end to work with, and we hope our Central Branch friends will appreciate the luck they are in by having him with them.

We understand Bro. Martin, of Weeping Water, is contemplating a three weeks' vacation.

Roy Atwell is the "night hawk" at Nebraska City now. Think he will get in line with us soon as he sees Mr. Harkness a few times.

S. N. Patterson has been transferred from Plattsmouth nights to Sprague Street Junction nights, and Bro. Reese is the "Hi-Muckey-Muck" days now. Two "bully" O. R. T. boys.

Bro. Panzeram is chief cook and bottle washer at Plattsmouth now.

Bro. J. P. Ellis, of Louisville, is off for thirty days "rest up." Extra agent from the south end is relieving him. We are unable to find out his name, but you can bet your boots if he works up here on the Western Division very long, he will belong to the O. R. T.

Bro. Liston was off for a couple days this month, and Roy Atwell was wearing the agent's cap at Dunbar, Neb.

CERT. 728.

Arkansas Division—

Beginning at Texarkana, we find the regular day man, R. J. Robinson, on a ten days' fishing trip, and Geo. B. Whiteman, an extra man from the Ill. Cent., holding down the chair. He holds a pink card. Since B. L. Webb transferred to U. D., Little Rock, nights, the night trick has been held down by E. L. Church, extra from Cotton Belt. He promises to get a card soon.

At Fulton we find L. P. Brazell, agent and operator, and very busy at that, and his brother,

A. E. Brazell, holding down the tables nights. They will both show you a card that is up-to-date.

At Hope, Wm. Friganza hands out the train orders during the day time, while Mrs. Friganza takes care of the "WU" business. Both too busy to fill out application blanks. J. D. Wilson, regular nights, can show you an up-to-date card, but he is now at Charleston, S. C., and Atlanta, Ga., on a thirty day leave, with his wife and mother, on a visit to his folks. Ext. opr. Daly doing the owl act while he is gone.

W. L. Osborn, operator at Prescott, was off one day recently attending court at Texarkana, and was relieved by T. P. McGinnis, an extra man, who promises to get a card.

At Boughton we find W. D. Sutton at work watching the water tank.

At Gurdon, J. A. Christie is kept on the jump relaying for the Camden Branch, and forgot to remit recently.

H. D. Bowles has resigned the night duties, ext. opr. Reamey doing the act at present.

P. Melear, at ElDorado, takes care of the south end of the Camden branch, and divides time with the Ark. Sou., and also flourishes a pink. He has a brand new office.

Elliott station is in charge of a good up-to-date man, W. Z. Bunn.

We pass Camden, as don't know who is in charge except M. A. Welty as agent.

Smithton is up-to-date. E. H. Ward, as agent, is kept on the go looking after business from the Ark. So. Western.

Arkadelphia is looked after by T. N. Holland, days, with a card that needs coloring, while J. G. Haynes, from O'Kean, looks after the tables nights, and will show you a card that pleases.

W. W. Whitworth, at Daleville, is not to be left with a card that goes.

A. W. Jernag'n always keeps right to the time with his color, and helps look after Hot Springs R. R., days at Malvern, while ext. opt. Phipps pulls the strings at nights. They were both off a few days recently. Do not know who relieved them.

C. L. Briant, agent at Perla, keeps on the go now watching his mail crane since the work of reducing the grade was begun on Gifford Hill. He reads THE TELEGRAPHER.

A. W. Cue is doing the act at Gifford with the steam shovel. He recently transferred to Div. 31.

The force at Benton are all too busy to keep up with the times, but may catch up soon.

A. B. Holland, at Bryant, is right on time, and now has a level track since the grade was reduced.

Don't know who is at Sidell Hill with the shovel train, but think he is alright.

F. M. Decker, agent at Alexander, needs a little more coloring to his card, and C. S. Draper, the night man, would look better with a button on his coat.

C. M. Walser, days at "UD," Little Rock, also needs a button very badly, though he is too busy looking after bridge orders for the engs. to read

any, and can't keep up with the times. W. H. Thomason, nights, since Bun Webb quit 'em, can show only the yellow.

Chas. M. Welbon, days at "WR" tower, also needs a little color added to his pasteboard, but J. H. Orr, the night man, can show a brand new pink colored bit of paper.

Up in "CF," Little Rock, about the same old force is hanging on. G. L. Wilson got a leave for three months to take in Mexico and other places, but was only twenty days or less in investing his savings, and is now back at work.

W. H. Goseline is now back in this office, doing duty.

Ext. opr. M. McCauley is getting plenty to do here also, while ext. opr. Quiglan follows in the rear.

Of course, as long as two ex-Local Chairmen and one active Local Chairman, hail from this office, we need not be afraid though there is one or two that needs a reminder.

At Baring Cross we find the same gang, though W. B. Doolittle has let his credentials become faded. H. J. Wilson is right to the dot, and was off recuperating a few days, while ext. opr. I. N. Wilson pulled the strings. He has flourished the colors for a long time, and is now doing service at Ft. Smith Crossing. W. R. Lawler, lately from Neeleyville, nights, is doing a trick here, and can show the colors, while W. S. Goodwin, manager, has forgotten how.

J. W. Simms, agent, Jacksonville, can blow the horn and keep right in tune.

A. Poston, at Austin, likewise helps out in the band wagon.

The force at Beebe is too busy with strawberries just now to notice their cards, but Miss M. A. Briggs, as agent, and W. B. Rambo, on days, with W. B. Sowell, on nights, all have yellow paste boards.

C. E. Beem, agent at Higginson, is too busy to blow a horn, but the night man, A. N. Bevell can show you how any old time.

B. Ford, at Judsonia, is making too much out of strawberries to risk anything in fraternal investments.

At Bald Knob we may find M. L. Marsh days, and H. L. Ruark nights, with proper button hole bouquets, but too busy to say much.

N. D. Rodgers holds on to Bradford, but can't blow the bugle.

Am sorry to have to skip Newport, but can't say who hangs out there now.

A. Bowles is agent at Diaz, but has forgotten the tune.

J. H. McMann, at Alicia, is one of the old timers, and knows how to hang on. Don't know who is doing the owl act now.

Sorry to skip Hoxie and Walnut Ridge, but am not advised.

Can't say who hangs out at O'Kean since J. G. Haynes went to Arkadelphia.

J. F. Bevell and C. P. R. Hastings will show the colors at Knobel.

W. O. Beard, agent at Corning, uses the proper kind of buttons for his coat.

W. E. Romine, at Neeleyville, has a faded pasteboard. Don't know who is nights there now since Lawler went to F. S. Crossing.

Sorry we can't say much about Helena and Memphis Branches just now, but have located E. S. Heaton, at Paragould, with an up-to-date flag, and may look for something from that district soon.

The boys on Ark. Central and Valley Divisions may look for an invite to a jolly good time soon, at Little Rock.

Geo. B. Whiteman is relieving Wm. Friganza, at Hope, for a few days.

DIV. CORRESPONDENT.

Chesapeake & Ohio Railway.

Mountain District—

At our regular meeting held in Clifton Forge, May 15, 1901, the duty of writing for the journal was assigned to me for this month. Although limited in experiences of this character, it is my pleasure to comply with this request, if by so doing I may to any extent advance our great cause.

We are in a flourishing condition in this section of the country. Our monthly meetings are well attended, and interest in every respect is running high. As an evidence of this fact, it was our pleasure to initiate four new members at our last meeting.

Bro. L. E. Hicks, our worthy local Chairman, has made a fortune during the past years of experience as telegrapher, a portion of which he has invested in a handsome farm near Craigsville. He now spends all night working at "CI" in interest of the O. R. T., and all day in interest of his farm. We cannot recall anyone in this Division that has been more faithful in advocating our cause than has this brother.

This district of the road is very much pleased with the efforts of our General Committee in securing our recent schedule in a conference with the officials of the road. To this committee we extend our congratulations. Bro. E. L. Stratton, our General Chairman, is deserving of high praise for the excellent manner in which our claims were presented to the officials. Bro. Stratton is a first-class General Chairman, and should have our hearty support.

Now just a word to those who have not as yet entered the portals of our meeting room. It is not our purpose to unduly criticize them, for our convictions on this question are such as to warrant the belief that a calm and patient explanation of the high principles of our Order will be far reaching in their results. We do not see, however, how any intelligent operator can participate in the benefits derived from the faithful services of our Order without being impressed with the fact that he should be one of our members. We still have one or two offices on this Division that are turning out students. Why any operator possessed with a grain

of knowledge should permit such to be the case, is beyond our conception.

There are boys that work on our line,
Whom all of us know before they sign.
They have never united with the O. R. T.,
The results of which we plainly see.
We hope the time is near at hand
When the few remaining will join our band.

We are still waiting for those who remain,
To add another link to our endless chain.
Come and be with us, why longer delay?
You always accept the increase in your pay.
Stop and consider how much we can do,
If to our list we may add you.

Come be with us as we consider together,
All the great questions that concern one another;
Give us your help with heart and hand,
Thus making us first in all the land.
Why not join us; do not be last,
Haven't great inducements been offered in the past?

Now, in closing, we ask your attention,
To the many advantages not herein mentioned.
In your meditations consider this your chance,
And all as brothers will then advance.
First of all prepare for that city above,
That we together may all dwell in love.

Staunton, Va.

R. E. TYLER.

Ashland Meeting—

I doubt it very much if there was a much more interesting meeting ever held in Ashland than the one last month. To say we had a good crowd would be expressing it very mildly. When No. 18 pulled in, our number was increased to about twenty-five, which goes to show that if the boys will set apart one day in the month, they can get out to our meetings.

Now a little advice to some that are not coming out as well as they should. I would kindly ask them to make preparation to come every fourth Saturday night to Ashland. Our meetings are proving a great deal more interesting than some of our brothers anticipated, and we are glad, indeed, to get away from home and work for a few hours. It works a little hard for us sometimes, but who would not stay up once every thirty days, when it is to our interest to do it? There is not one but will say, "Of course, thirty-six hours, if necessary," but it does not compel us to be up this long from either the Cincinnati, Lexington, or Huntington Divisions.

We had several heated arguments with Bros. Glenn, of Garrison, and Bro. Rinchart, of Greenup, on one side of the issue, while the opposite was looked after by Bros. Grogan, Hiser, Cantley, Black, Stairs. I think some of our brothers would do well to heed what Bros. Black and Stairs say is the most effective.

Some of our brothers are doing a little too much talking on the outside. Just recently I had a talk with an "O. R. C." man, and he told me about various subjects that we had up in our discussions at Lodge room. He asked me if we were in the habit of telling our business to outsiders and non-members. I told him we were not, and that our meetings were for members only, and that they should keep their heads closed.

I understand some of the brothers are not remitting their dues as promptly as they should, also their insurance assessments. Remember insurance assessments go to Bro. Perham, at St. Louis, and our dues to Bro. Grogan, at Russell, Ky. Arrange to pay up in advance, and then it is much easier to breathe afterwards.

Bro. Miller, stir up your boys, and get a few of them out. We had no one at all last month from your division. Possibly some of the brothers have not noticed how rapidly we have been increasing, but I have, and notice that over seven hundred have joined with our noble Order in the past eight or nine weeks.

Bro. S. J. Wheeler, our genial night man at Buena Vista, Ky., was reported sick, but we understand is on the mend. We miss you, Bro. S. J., and hope you will be out soon.

Bro. J. R. Coleman resumes work at Riverton in a few days. I wonder if Bro. Rinehart knows where he will land. Do you, "R"?

One of our brothers stole a sneak on us a few weeks ago, and went and got married. Bro. Kimble should bring a box of tobies the next time he comes to Ashland.

Brothers, to save time and expense you should remit your dues immediately to Bro. Grogan, at Russell, Ky.; they are due in a few days now.

Our next meeting will be held at Ashland, June 22d. Let every one come that possibly can be there.

OHIO DYKE.

Alleghany District—

Our regular monthly meeting was held at Hinton, W. Va., Tuesday night, May 28th, Bro. J. J. Holt wielding the gavel. Roll called by Bro. Jas. Rushford, Secretary, showed a large number of the boys present, as well as absent, and such an enthusiastic lot of operators it was never before my pleasure to behold. What got into the boys I cannot imagine, unless it was some of that New River water (they were mostly from New River district).

But right here I want to make a kick. There are always a lot of the boys who have too much business to attend to after arriving at Hinton, and before coming to the lodge room. We should all try and get to our lodge room immediately on the arrival of train No. 16, so as to get through with the business at as early an hour as possible. Some of us have sixty to seventy miles to travel by freight, and unless we get started back by midnight, or before that time, we don't get back home until very late in the morning.

At our last meeting we had to send Bro. Rushford out to round some of the boys up, and run them into the lodge room (Butt getting back to the meeting).

After roll call, the petition of extra operator J. Herbert Sheppard was handed in and acted upon. Mr. Sheppard is a fine young man. Wish we had more petitions like his.

We understand Bro. McLaughlin, of Lowmoore, is thinking of taking the last new office opened on the Greenbrier Valley division. A couple of our good staunch members from this district have already accepted agencies on the Greenbrier Valley district, Bro. S. I. Fleshman and Bro. E. A. West.

I hope all the offices on the Greenbrier Valley, as fast as opened, will be filled with good O. R. T. men, such as Fleshman, West and McLaughlin.

I think Bro. Dixon, of B. S. Cabin, would like to have the job at Greenbrier Valley Junction (Whitcomb), exclusive agency.

Brothers, all of you that possibly can, try and go to next meeting. We ought to have one man from every office present at these meetings. Make an effort to come next meeting night. Ask Bro. Holt to get you pass, and tell you when the meeting will be, as the date of meeting will have to be changed, on account of getting new hall.

Those who miss next meeting will miss a great treat. Bro. Frank Pfadt has promised to bring in enough rabbits and turkeys off his celebrated farm to treat us all to a roast.

Bro. Joe Wheatley is to furnish the pop.

Now, will some good brother please furnish the corn.

Copies of the new agreement have been received and distributed by the Local Chairman.

CERT. 12.

C., H. & D., Div. 21.

Seems like our division correspondents have fallen by the wayside. There is not a brother that is so busy but what he could send in a few notes of his division. We have one of the busiest divisions east of the Miss. River, and I think it's every brother's business to look after it, and see that no one escapes the goat.

We held our regular meeting in B. of L. E. Hall, Dayton, May 29th, Bros. Wenk and Bushwag presiding. We had a good sized crowd, in fact, a large one considering the weather. Considerable business was transacted to the best interests to the Order and company.

Bro. Connley, Local Chairman of Toledo Division handed in his resignation as Chairman, account of having accepted a much better position with the Hocking Valley. Bro. Connley was one of our good workers, and he will be greatly missed by us all. We all wish him success. Bro. A. B. Smith, of 1316 Utah St., Toledo, O., was appointed to fill the unexpired term of Bro. Connley.

We were very prosperous during the months of April and May, having initiated twenty new members.

Our next meeting will be held about June 25th, and we desire a large attendance.

There seems to be considerable wire trouble of late on Main line, and I think if some of the brothers would concoct some scheme, they would be able to catch the chap, and report the person to Bro. Wenk.

Lima Division—

Mr. Fox, at North Dayton, is very busy making message files. I wonder if he would make an O. R. T. pin.

Bros. Davis and Kessler do business to a T at Tipp City.

Bros. Gerstmyer and Brown, Troy, take turn in attending meetings. It's your turn, Joe.

Bro. Shine with his rheumatism, and Mr. E. J. Sullivan, an old-time telegrapher, handle "9s" at Sidney.

Bros. Sullivan and Curtner poke in and out of Anna. It's your turn next, Dick.

Bro. Cashner answers up at Wapak. Bro. Zink, we would like to form your acquaintance at Dayton meetings.

They say that Bro. Kemp, at Cridersville, is quite an expert on shooting oil tanks with his air gun.

Div. Cor.

Delphos Division—

Bro. Short, agent West Melton, is enjoying a thirty days vacation, and his place is filled by a Mr. Sletzer, who uses quite a lot of ?

Bro. Berger is very busy at Yorkshire, as building is all the rage, and he has the stone for sale with the hair and lime.

Bro. Edwards, of Maria Stein, has never formed our acquaintance at our meetings. Come down next time and meet the boys.

It's quite a sight to see an extra freight on this division. Good sign business is picking up.

Div. Cor.

Macon, Div. No. 75.

Regular monthly meeting, May 12th, found us in new quarters, Odd Fellows' Hall, over McManus' furniture store, Cherry St.

Very small attendance, which I presume was chargeable to the inclement weather, and only routine business transacted.

We expect some candidates next two or three meetings, and I hope all the boys will be out to take part in saddling the goat with the new

ritual, which has very pretty and impressive ceremonies.

We are glad to know that our friend Dr. H. W. Walker is coming back to the Order. He will probably be ready for next meeting; if not, he will be on hand second Sunday in July.

I want to say, for information of all concerned, that we did not hunt new quarters because we were forced to, but by our own arrangement in changing the hour of meetings from 7.30 P. M. to 3 P. M., which conflicted with hour of B. L. F's.

News being scarce this month, and all the boys being in their old places, I will cut out by saying, remember second Sundays, and come to meetings.

SECRETARY AND TREASURER.

Erie Railroad.

Meadville Division East—

Our regular monthly meeting was called to order at 8 o'clock P. M. Minutes of last were read and approved. Two applications were acted upon, when Uncle Dan came in with the billy goat, and hunted two nons into union men. All the regrets we heard were, we didn't have more nons. Refreshments were served by a loyal brother and his wife, and a quiet smoker was had. Meeting adjourned, to meet June 29th, at Jamestown. Let all brothers turn out to see what our new goat will do.

Bro. L. G. Sands, of Waterboro, days, took a week off to visit his folks. Extra operator Marvin, of Jamestown, filled his place.

Bro. C. M. Dickinson, of Falconer Jct., days, took a few days off to do his spring's work. Understand Bro. Dickinson is having a new cottage built.

Bro. G. Holmes, of Red House, was off a few nights. Extra Operator Rosen Berry did the owl act.

J. Gilvain, night operator at Concord, took unto himself a wife. Wish some of the brothers on west end would talk him into sending a box of Salamanca girls down the pike.

Bro. J. Quinlon, of Randolph, belongs to the base ball team. He cuts quite a figure in them short pants. Ha! Jerry.

We 13 they have started a branch office of the Buck Tooth factory at Ashville. There is an electric storm coming, I guess.

I will cut out for this time.

M.



Grand Division

NOTICE.

R. P. Neil, a member of Old Town, Me., Division No. 11, has been expelled from the Order on account of unbecoming conduct.

Frank J. Wilson, a member of St. Louis, Mo., Division No. 2, has also been expelled from the Order for unbecoming conduct.

THE ORDER OF RAILROAD TELEGRAPHERS.

FINANCIAL.

Receipts May 1st to 31st, inclusive	\$2,850 86
Disbursements	2,755 14

MEMBERSHIP.

Members in good standing May 1st, 1901	14,195
Initiated in May	575
Total	14,770

MUTUAL BENEFIT DEPARTMENT.

Assessment No. 27 is due on June 1, 1901. Time for payment expires July 31, 1901.

BENEFITS PAID DURING MAY, 1901.

CLAIM NO.	NAME.	CAUSE.	DIV.	CERT. No.	SERIES.	AMT.
62	U. W. Waters .	Inflammation of Kidneys .	75	2471	C . . .	\$1,000
63	J. E. McCadden	Erysipelas	22	2725	B . . .	500
64	Robert Malcolm	Heart Failure	1	1002	A . . .	300

FINANCIAL STATEMENT MORTUARY FUND.

RECEIPTS.

Received on Assessment Account to April 30th, 1901	\$61,019 80
Received on Assessment Account, May, 1901	1,488 35
	<u>\$62,508 15</u>

DISBURSEMENTS.

Death Claims paid to April 30th, 1901	\$34,300 00
Death Claims paid in May	1,800 00
Assessments refunded, account rejected applications	193 40
Assessments transferred to dues, account rejected applications	8 45
Cash on hand to credit Mortuary Fund, May 31st, 1901	26,206 30
	<u>\$62,508 15</u>

H. B. PERHAM, *Grand Secretary and Treasurer.*

THE RAILROAD TELEGRAPHER.

OFFICIAL DIRECTORY.

General Offices, St. Louis, Mo.

GRAND OFFICERS:

M. M. Dolphin.....	President	J. A. Newman.....	Second Vice-President
St. Louis, Mo.		St. Louis, Mo.	
T. M. Pierson.....	First Vice-President	D. Campbell.....	Third Vice-President
St. Louis, Mo.		St. Louis, Mo.	
II. B. Perham.....	Grand Secretary and Treasurer		
	St. Louis, Mo.		

BOARD OF DIRECTORS.

Hon. L. A. Tanquary (Chairman), Cucharas, Col.	F. J. Reynolds, Box 253, Calgary, N. W. T.
A. O. Sinks (Secretary), Jefferson St. Depot, Portland, Ore.	T. W. Barron, 2900 Washington ave., St. Louis, Mo.
C. E. Layman, Troutville, Va.	

ADVERTISING.

All correspondence pertaining to advertising should be addressed to W. N. Gates, Advertising Manager Garfield Building, Cleveland, Ohio.

DIVISION DIRECTORY.

GRAND DIVISION—Attached membership not confined to any particular railroad or territory. M. M. Dolphin, President, St. Louis, Mo.; H. B. Perham, Grand Secretary and Treasurer, St. Louis, Mo.

NO. 1, MONTREAL, QUEBEC—Division covers the Grand Trunk Railway System. Meets subject to call of Chairman. R. H. Reynolds, Gen'l Chairman, Beechville, Ont.; P. H. Herbert, Gen'l S. & T., St. Isadore Jct., Que.; P. D. Hamel, Ass't Gen'l S. & T., Blue Bonnets, P. Q.

NO. 2, ST. LOUIS, MO.—Meets 1st and 3d Monday each month, at 8 p. m., Hall No. 4, I. O. O. F. Building, Olive St., between 8th and 9th Sts., St. Louis, Mo. L. W. Quick, Chief Telegrapher, Room 918 Fullerton Building, St. Louis, Mo.; C. P. Comer, S. & T., 918 Fullerton Building, St. Louis, Mo.

NO. 3, HARRISBURG, PA.—Meets 1st Wednesday evening at 8 o'clock, and 3d Thursday morning at 8:30 o'clock each month in Ensinger Building, corner Third and Cumberland sts., Harrisburg, Pa. E. L. Zimmerman, Chief Tel., 1611 N. Sixth st., Harrisburg, Pa.; E. C. Miller, S. & T., 625 Dauphin st., Harrisburg, Pa.

NO. 4, PHILADELPHIA, PA.—Meets on 1st Saturday at 8 p. m., at Room A, Odd Fellows' Temple, Broad and Cherry sts., Philadelphia, Pa. G. A. Richardson, Chief Tel., Oaks, Montgomery, Pa.; W. C. Frazier, S. & T., 4251 Pennsgrove st., Philadelphia, Pa.

NO. 5, KANSAS CITY, MO.—Division covers the Kansas City, Pittsburg & Gulf Railroad

System. Meets subject to call of Chairman, E. T. Nickel, G. C., Amsterdam, Mo.; D. E. Chambers, Gen'l S. & T., Merwin, Mo.

NO. 6, OMAHA, NEB.—Division covers the Union Pacific Railroad System. Meets subject to call of Chairmen. F. A. Baldwin, Gen'l Chairman, Lock Box 26, Milliard, Neb.; L. M. Tudor, Ass't Gen'l Chairman, Rawlins, Wyo.; R. R. Root, Gen'l S. & T., Wood River, Neb.

NO. 7, MONTREAL, QUEBEC—Division covers the Canadian Pacific Railroad System. Meets subject to call of Chairmen. W. H. Allison, Gen'l Chairman, 70 Melbourne av., Parkdale, Toronto, Ont.; R. R. Jelly, Gen'l S. & T., Chatham, Ont.; P. D. Hamel, Ass't Gen'l S. & T., Blue Bonnets, P. Q.

NO. 8, BUFFALO, N. Y.—Meets 4th Thursday each month at 8 p. m. at lodge room, corner Fillmore av. and Clinton st., Buffalo, N. Y. W. O. Jackson, Chief Tel., 700 Prospect av., Buffalo, N. Y.; I. H. Kattell, S. & T., Port Dickinson, N. Y.

NO. 9, NORTH VERNON, IND.—Meets 3d Saturday of each month at 8 p. m. at K. & L. of H. Hall, Fifth st., North Vernon, Ind.; G. J. Bernhart, Chief Tel., Moore's Hill, Ind.; J. E. Hudson, S. & T., Hayden, Ind.

NO. 10, KNOXVILLE, TENN.—Meets 1st Saturday night of each month at K. P. Hall, Depot st., Knoxville, Tenn.; W. L. Webster, Local S. & T., Route 5, Knoxville, Tenn.

NO. 11, OLD TOWN, MAINE—Meets 4th Sunday each month at 1 p. m., Arcanum Hall, 116 Main st., Bangor, Me. H. N. Bates, Chief

THE RAILROAD TELEGRAPHER.

- Tel., Gardiner, Me.; B. A. Brackett, S. & T., 10 Merrimac st., Bangor, Me.
- NO. 12, BELPRE, OHIO—Meets 4th Wednesday of each month, at 626 Depot st., Parkersburg, W. Va. P. Costello, Chief Tel., Belpre, Ohio; G. J. Steurer, S. & T., 626 Depot st., Parkersburg, W. Va.
- NO. 13, WEST SUPERIOR, WIS.—Meets 3d Sunday of each month, at 8 p. m., at Ritchie Hall, 806 Tower av., West Superior, Wis. D. A. Short, Chief Tel., 1620 Oaks av., West Superior, Wis.; D. A. Short, S. & T., 1620 Oaks av., West Superior, Wis.
- NO. 14, ROANOKE, VA.—Division covers the Norfolk & Western Railway System. Meets subject to call of Chairman. C. E. Layman, Gen'l Chairman, Troutville, Va.; T. H. Lankford, Gen'l S. & T., Cloverdale, Va.
- NO. 15, OTTAWA, ONT.—Meets on 4th Sunday of each month at Glen Robertson, Ont. G. W. Shepherd, Chief Tel., Alexandria, Ont.; F. S. Griffin, S. & T., Eastmans, Ont.; R. E. Allison, Local Organizer, Ste. Justine Station, Que.; P. D. Hamel, Ass't S. & T., Blue Bonnets, P. Q.
- NO. 16, NIAGARA FALLS, ONT.—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. m., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. A. J. Broderick, Chief Tel., Niagara Falls, Ont.; B. Knight, S. & T., Niagara Falls, Ont.
- NO. 17, BALTIMORE, MD.—Meets 3d Friday of each month at 205 Fayette st., Baltimore, Md. Q. A. Geise, Chief Tel., Union Station, Baltimore, Md.; J. B. Finnan, S. & T., General Delivery, Baltimore, Md.
- NO. 18, CLEVELAND, OHIO—Division covers the New York, Chicago & St. Louis Railroad System. Meets subject to call of Chairman. R. W. Keyes, Gen'l Chairman, Conneaut, Ohio; F. R. Terbrack, Gen'l S. & T., 69 Yonkers st., Cleveland, Ohio.
- NO. 19, FORT WORTH, TEXAS—Meets on the 3d Monday each month at 8 o'clock, p. m. A. W. McDuffie, Local S. & T., Louisiana av., Fort Worth, Texas.
- NO. 20, GALVESTON, TEXAS—Division covers the Gulf, Colorado & Santa Fe Railroad System. Meets subject to call of Chairman. C. B. Clark, Gen'l Chairman, Ladonia, Texas; A. T. Hickey, S. & T., Cleburne, Texas.
- NO. 21, CINCINNATI, OHIO—Division covers the Cincinnati, Hamilton & Dayton Railroad System. Meets subject to call of Chairman. John G. Wenk, Gen'l Chairman, Glendale, Ohio; A. C. Bushaw, Gen'l S. & T., 29 Portland av., Dayton, Ohio.
- NO. 22, ST. LOUIS, MO.—Division covers the Missouri, Kansas & Texas Railroad System. Meets subject to call of Chairman. E. B. Hill, Gen'l Chairman, Troy, Texas; L. D. McCoy, Gen'l S. & T., Gibson Station, I. T.
- NO. 23, TOPEKA, KAN.—Division covers Atchison, Topeka & Santa Fe Railroad System. Meets subject to call of Chairman. S. S. Comer, Gen'l S. & T., 917 Fullerton Building, St. Louis, Mo.
- NO. 24, WILLIAMSPORT, PA.—Meets 2d Tuesday each month at 8 p. m., Whitman Hall, West Fourth st., Williamsport, Pa., and on the 4th Wednesday of each month at 8 p. m., Harmon's Hall, Main st., Lock Haven, Pa. C. E. Sturgis, Chief Tel., 44 Linck Building, Williamsport, Pa.; J. I. Klingenberg, Gen'l S. & T., Sunbury, Pa.
- NO. 25, PALESTINE, TEXAS—Division covers the International & Great Northern Railway System. Meets subject to call of Chairman. B. C. Palmer, Gen'l S. & T., McNeil, Texas.
- NO. 26, BRUNSWICK, MD.—Meets 1st Friday of each month at 8 p. m., at Red Man's Hall, Brunswick, Md. C. D. Shewbridge, Chief Tel., Keep Tryst, Md.; E. L. Harrison, S. & T., Brunswick, Md.
- NO. 30, PHILADELPHIA, PA.—Meets 3d Friday at 8 p. m., in Dental Hall, N. W. corner Thirteenth and Arch sts., Philadelphia, Pa. J. L. Hughes, Chief Tel., 1225 Sansom st., Philadelphia, Pa.; James Hutton, S. & T., 1463 Wilton st., Philadelphia, Pa.
- NO. 31, ST. LOUIS, MO.—Division covers the Missouri Pacific Railroad System. Meets subject to call of the Chairman. T. W. Barron, Gen'l Chairman, Mo. Pac. Tel. Office, Equitable Building, St. Louis, Mo.; R. C. McKain, Gen'l S. & T., 1615 East Fifth st., Sedalia, Mo.; F. L. True, Ass't Gen'l S. & T., Sedalia, Mo.; R. C. McCain, Ass't Gen'l Chairman, Sedalia, Mo.
- NO. 32, ST. LOUIS, MO.—Division covers the S. Louis & San Francisco Railroad System. Meets subject to call of the Chairman. J. W. Knightlinger, Gen'l Chairman, Newton, P. O., I. T.; L. Stevens, Gen'l S. & T., Valley Park, Mo.
- NO. 33, PITTSFIELD, MASS.—Meets 2d Sunday and 3d Wednesday of each month at N. Y., N. H. & H. R. R. Freight Office, S. Church st., Pittsfield, Mass. F. H. Barker, Chief Tel., Pittsfield, Mass.; H. A. Roel, S. & T., 223 New West st., Pittsfield, Mass.
- NO. 36, ANDOVER, OHIO—Meets last Thursday evening of each month at 7 o'clock at J. O. U. A. M. Hall, Andover, O. G. F. Wolcott, Chief Tel., Williamsfield, O.; E. H. Rood, S. & T., Andover, O.
- NO. 37, CINCINNATI, OHIO—Division covers the Cleveland, Cincinnati & St. Louis Railroad System. Meets subject to call of Chairman. Wm. Baer, Gen'l Chairman, North Vernon, Ind.; T. A. Sawyer, Gen'l S. & T., Gahon, Ohio.
- NO. 38, COLUMBUS, OHIO—Meets 2d Wednesday evening, at 8 o'clock, at Fraternity Hall, 111½ S. High st., Columbus, Ohio; L. A. Bowman, Chief Tel., Orient, Ohio; Percy E. Wright, S. & T., Box 148, Worthington, Ohio.

THE RAILROAD TELEGRAPHER.

- NO. 39, SAGINAW, MICH.—Division covers the Pere Marquette Railroad System. Meets subject to call of Chairman. M. E. Dennison, Gen'l Chairman, Elk Rapids, Mich.; R. R. Darwin, Gen'l S. & T., 236 Spruce st., Saginaw, Mich.; Local Chairmen, W. S. Nicholson, Monroe, Mich. (Toledo to Saginaw); H. A. Stroupe, Clare, Mich. (Saginaw to Manistee and Ludington); A. Brooks, Minden City, Mich. (Saginaw to Port Huron, including Port Austin and Almont Divisions); T. H. Wallace, Edmore, Mich. (Saginaw to Grand Rapids); A. A. Watson, Brighton, Mich. (Grand Rapids to Detroit); F. N. Stuart, Zeeland, Mich. (Grand Rapids to New Buffalo, including all C. & W. M. branches.)
- NO. 40, RICHMOND, VA.—Division covers Chesapeake & Ohio Railway System. Meets subject to call of Chairman. E. L. Stratton, Gen'l Chairman, Balcony Falls, Va.; G. P. Grogan, Gen'l S. & T., Russell, Ky.
- NO. 42, NEW YORK, N. Y.—Division covers the Erie Railroad System. Meets subject to call of Chairman. Wm. Clancy, Gen'l Chairman, Mansfield, Ohio; W. L. Abbott, Gen'l S. & T., Hammond, Ind.
- NO. 44, NEW YORK, N. Y.—Meetings 1st Wednesday at 8 p. m. and 3d Tuesday at 10 a. m., of each month, Brotherhood Hall, cor. Third st. and East av., Long Island City, N. Y. T. A. Gleason, Local Pres., 688 E. 163d st., New York, N. Y.; H. E. Regensburg, S. & T., 133 East av., Long Island City, N. Y.
- NO. 47, CHARLOTTETOWN, P. E. I.—Meets 3d Thursday of each month at 8 p. m. at B. I. S. Hall, Charlottetown, P. E. I. J. A. Kelly, Chief Tel., Royalty Junction, P. E. I.; L. F. Muncey, S. & T., Charlottetown, P. E. I.
- NO. 48, LIMA, OHIO—Division covers the Ohio Southern Railroad System. Meets subject to call of Chairman. E. English, Gen'l Chairman, Jackson, Ohio; H. C. Mitchell, Gen'l S. & T., Uniaopolis, Ohio.
- NO. 49, PUEBLO, COLO.—Division covers the Denver & Rio Grande Railway System. Meets subject to call of Chairman. J. G. Garland, Gen'l Chairman, Orient, Colo.; A. W. Darragh, Gen'l S. & T., Box 456, Pueblo, Colo.
- NO. 50, PORTLAND, ORE.—Meets on 3d Monday of each month at 9 p. m., at Portland, Ore. A. Rose, Chief Tel., 755 Vancouver av., Station B., Portland, Ore.; A. O. Sinks, S. & T., Jefferson St. Depot, Portland, Ore.
- NO. 51, GROVE CITY, PA.—Division covers B. & L. E. Railway System. Meets subject to call of Chairman. R. O. Waddell, Gen'l Chairman, Cranesville, Pa.; B. E. Crouch, S. & T., Gehrton, Pa.
- NO. 52, PITTSBURG, PA.—Meets 1st and 3d Saturday each month at 8 p. m., at Rosso's Hall, 229-231 Diamond st., Pittsburg, Pa. H. T. McGuire, Chief Tel., 256 S. Highland av., Pittsburg, Pa.; S. J. Konenkamp, Sec'y, 2705 Jane st., Pittsburg, Pa.; W. L. Grub, Treas., 2402 Carson st., Pittsburg, Pa.
- NO. 53, Southern Pacific System Division covers the Southern Pacific Railway lines. Meets at 8 o'clock p. m., in the lodge room, No. 909 Market st., Pythian Castle, San Francisco, Cal., 2d Saturday each month, Local Chairman W. E. Davidson of the Western District presiding, and 4th Saturday of each month, Local Chairman F. G. Wetzel of the Coast District, presiding, and the 1st Tuesday of each month at the residence of L. N. Buttner, Port Costa, at 8 p. m., Bro. Buttner presiding in the absence of all members of the Local Board for the Western District. W. E. Davidson, Gen'l Chairman, Hotel Metropole, Oakland, Cal.; D. W. Koppikus, Gen'l S. & T., East Oakland, Cal.
- NO. 54, ST. PAUL, MINN.—Division covers the Northern Pacific Railway System. Meets subject to call of Chairman. F. A. Brown, Gen'l Chairman, Marshall, Wash.; J. E. Dafoe, Gen'l S. & T., 319 Thirtieth st., south, Billings, Mont.
- NO. 55, CLEVELAND, OHIO—Division covers the Wheeling, Lake Erie Railway System. Meets subject to call of Chairman. F. H. Howe, Gen'l Chairman, Curtice, Ohio; Will Carr, Gen'l S. & T., Adena, Ohio.
- NO. 56, QUINCY, ILL. — Division covers the Omaha, Kansas City & Eastern and the Omaha & St. Louis Railroad. Meets subject to call of Chairman. H. M. Davis, Gen'l Chairman, Blanchard, Ia.; J. S. Burkhard, Gen'l S. & T., McFall, Mo.
- NO. 57, HOUSTON, TEXAS—Division covers the Houston & Texas Central Railroad System. Meets subject to call of Chairman. W. J. Burke, Gen'l Chairman, Denison, Texas; G. C. Morgan, Gen'l S. & T., Hearne, Texas.
- NO. 58, WILMINGTON, DEL.—Meets 3d Tuesday evening, 3d floor Western Union Building, Third and Market sts., Wilmington, Del. P. Charles Bogan, Chief Tel., Edgemoor, Del.; W. J. Holton, Gen'l S. & T., Iron Hill, Md.
- NO. 59, BOSTON, MASS.—Division covers the Boston & Maine Railroad System. Meets subject to call of Chairman. J. B. Bode, Gen'l Chairman, Chelsea, Mass.; J. B. Belding, Gen'l S. & T., Gilbertsville, Mass.
- NO. 60, SALT LAKE CITY, UTAH—Division covers the Oregon Short Line. Meets subject to call of Chairman. A. E. Beamer, Gen'l Chairman, Kemmerer, Wyo.; W. A. Hawk, Gen'l S. & T., Melrose, Mont.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blais, Chief Tel., Causapscal, Que.; R. A. McMillan, S. & T., Eel River Crossing, N. B.
- NO. 62, CLEVELAND, OHIO—Meets 1st Saturday evening at B of L F. Hall, Cor. Pearl and Jay sts., Cleveland, Ohio. C. F. Mayer,

THE RAILROAD TELEGRAPHER.

- Chief Tel., 231 Wade av., Cleveland, Ohio;
J. T. Coffey, S. & T., 20 Kane st., Cleveland,
Ohio.
- NO. 63, MONCTON, N. B.—Meets 3d Thursday
of each month at 6:30 p. m. in Mason's Hall,
Main st., Moncton, N. B. S. C. Charters,
Chief Tel., Point du Chene, N. B.; M. Mc-
Carron, S. & T., Moncton, N. B.
- NO. 64, LEVIS, QUE.—Meets 4th Friday of each
month at 8 p. m. at Terminus Hotel, Levis,
Que. J. H. O'Hebert, Chief Tel., Madding-
ton Falls, Que.; F. Samson, S. & T., St. Val-
lier, Que.
- NO. 65, GRAFTON, W. VA.—Meets 2d and 4th
Wednesdays of each month at 8 p. m., K. of
P. Hall, Main st., Grafton, W. Va. L. G.
Cockrell, Chief Tel., Tunnellton, W. Va.; G.
W. Foster, S. & T., Grafton, W. Va.
- NO. 66, TRURO, N. S.—Meets 3d Thursday of
each month at Crowes' Hall, Inglis st., Truro,
N. S. J. W. Gunn, Chief Tel., Belmont, N.
S.; Geo. O. Forbes, S. & T., Lower Stewiacke,
N. S.
- NO. 67, WILKESBARRE, PA.—Meets on the 2d
and 4th Thursday each month at Donnelly's
Hall, No. 58 Public Square, Wilkesbarre, Pa.
E. E. Evans, Chief Tel., 136 S. Grant st.,
Wilkesbarre, Pa.; J. Nelligan, S. & T., Ash-
ley, Pa.
- NO. 68, CUMBERLAND, MD. — Meets 3d
Wednesday of each month at 8 p. m. at Me-
chanics' Hall, Cor. Baltimore and Liberty sts.,
Cumberland, Md. W. G. Morris, Chief Tel.,
2 Polk st., Cumberland, Md.; R. C. Cornwell,
S. & T., Patterson's Depot, W. Va.
- NO. 69—OGDEN, UTAH—Meets 2d Wednesday
in each month at 8 o'clock p. m. at John-
son's Hall, Ogden, Utah. L. Rosenbaum,
Chief Tel., care U. P. Tel. Office, Ogden,
Utah; C. N. Custead, S. & T., 2061 Madison
st., Ogden, Utah.
- NO. 71, OSKALOOSA, IOWA — Meets 3d
Wednesday in each month at 8 o'clock p. m.,
at Oskaloosa, Iowa. L. P. Ballinger, Chief
Tel. and S. & T., Lacey, Iowa.
- NO. 72, ST. JOSEPH, MO.—Meets 3d Tuesday
of each month at 8 p. m. at 623 Mount Mora
Road, St. Joseph, Mo. H. E. Trader, Chief
Tel., St. Joseph, Mo.; W. E. Reese, S. & T.,
Box 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Sat-
urday of each month at 8 p. m. on the 4th
floor Odd Fellows' Hall, Broadway, Mauch
Chunk, Pa. Hon. J. N. Weiler, Chief Tel.,
Lock Box 17, E. Mauch Chunk, Pa.; Eugene
E. Ash, S. & T., Box 385, Mauch Chunk, Pa.
- NO. 74, ELIZABETH, N. J.—Meets 2d Saturday,
8 p. m., each month, in Star Theater Building,
East Jersey st., near Broad st., Elizabeth, N.
J. A. K. Gerry, Chief Tel., 129 Broadway,
Elizabeth, N. J.; M. H. Shafer, S. & T., 626
Monroe av., Elizabeth, N. J.
- NO. 75, MACON, GA.—Meets 2d Sunday each
month at 3 p. m., in Odd Fellows' Hall, over
McManus Furniture Store, Cherry St., Macon,
Ga.; J. W. Perry, Chief Tel., Millen, Ga.;
J. P. Mercer, S. & T., Macon, Ga.
- NO. 76, CHICAGO, ILL.—Division covers the en-
tire Chicago & Northwestern Railroad. Meets
subject to the call of Chairman. W. B. Young,
Gen'l Chairman, Roscoe, Ill.; C. A. Ransom,
Gen'l S. & T., Roscoe, Ill.
- NO. 77, DENVER, COLO.—Meets 2d Friday
evening in each month at A. O. H. Hall, 1536
Lawrence st., Denver, Colo. L. D. Grace,
Chief Tel., 354 Equitable Building, Denver,
Colo.; C. M. Hurlburt, S. & T., Room 50,
Union Depot, Denver, Colo.
- NO. 78, BOSTON, MASS.—Meets 2d Tuesday
evening each month at 8 o'clock. Thomas
Nelson, Local S. & T.
- NO. 80, NEW HAVEN, CONN.—Division covers
the New York, New Haven & Hartford Rail-
road System. Meets subject to call of the
various Chairmen. John Trainor, Gen'l Chair-
man, Myricks, Mass.; D. W. Dean, Gen'l S.
& T., Box 228, Auburn, R. I.
- NO. 81, COLORADO SPRINGS, COLO.—Divi-
sion covers the Colorado Midland Railroad Sys-
tem. Meets subject to the call of the vari-
ous Chairmen. B. A. Beckenstein, Gen'l
Chairman, Woodland Park, Colo.; C. Fritz,
Gen'l S. & T., Divide, Colo.
- NO. 82, NEW YORK—Division covers the Dela-
ware, Lackawanna & Western Railroad. Meets
subject to the call of the Chairman. I. H.
Kattell, Gen'l S. & T., Port Dickinson, N. Y.
- NO. 83, BANGOR, ME.—Division covers the
Bangor & Aroostook Railroad. Meets sub-
ject to the call of the Chairman. F. B. Gal-
lant, Gen'l Chairman, Ashland Junction, Me.;
B. E. Webber, Gen'l S. & T., Old Town, Me.
- NO. 84, CAMDEN, N. J.—Meets 3d Monday at
7:30 p. m., at Central Hall, S. W. Cor. Fourth
and Arch sts., Camden, N. J. T. J. McCabe,
Chief Tel., 122 N. 11th st., Camden, N. J.;
W. S. Cafferty, S. & T., 28 West Cedar av.,
Merchantville, N. J.
- NO. 85, TRENTON, N. J.—Meets 1st and 3d Fri-
days at 8 p. m. at Concordia Hall, 33 West
State st., Trenton, N. J. J. J. Boles, Chief
Tel., 210 Fifteenth st., Jersey City, N. J.;
N. T. Bryson, S. & T., 53 Yard av., Tren-
ton, N. J.
- NO. 86, ALTOONA, PA.—Meets 2d and 4th Sat-
urdays of each month at 8 p. m., at I. O. O.
F. Hall, Twelfth st., between Tenth and Elev-
enth avs., Altoona, Pa. J. W. McCoy, Chief
Tel., Kipple, Pa.; D. A. Keirn, S. & T., Cres-
son, Pa.
- NO. 87, SCRANTON, PA.—Meets 1st Monday
of each month, Watt's Hall, Carbondale, Pa.,
and 3d Monday, each month, Raub's Hall, 134
Wyoming Ave., Scranton, Pa.; M. F. O'Mal-
ley, Chief Tel., Olyphant, Pa.; D. P. Pace,
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The Typewriter Exchange,
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Dear Sirs:—The Smith Premier which I purchased of you last April has been in constant use since that time and has given perfect satisfaction in every way.

I take pleasure in recommending your firm to anyone in need of a good Typewriter.

Yours very truly,

H. F. KENNARD.

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The Typewriter Exchange,
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Gentlemen:—The Typewriters I purchased of you are giving perfect satisfaction. Altogether I have purchased twelve machines and found them as represented and entirely satisfactory. I am personally aware that a number of the operators in the main office here are pleased with the machine they have purchased of you, and cheerfully refer my fellow telegraphers, who are anticipating purchasing a machine, to your House. I am,

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We always keep Piso's Cure for
Consumption in the house for coughs
and colds. The children beg for it.
We have recommended it to our
neighbors.

MRS. J. T. BALES.

Box 43, Augusta, Okla., Sept. 5, 1900.



Piso's Cure for Consumption cured
my daughter of an awful cough, which
the whooping cough had left her with.
I can say it is the best remedy for
coughs I ever used.

ADELBERT C. PANGBORN.

Conway, Mich., Sept. 17, 1900.

THE RAILROAD TELEGRAPHER

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JUL 19 1901
CAMBRIDGE, MASS.



Vol. XVIII
No. 7

PUBLISHED AT ST. LOUIS MO.
BY THE ORDER OF
RAILROAD TELEGRAPHERS

July
1901

1800



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 J. P. McKellar. F. S. Thompson. Leo Levey.

SOME MEMBERS OF THE GENERAL COMMITTEE OF SOUTHERN PACIFIC RAILWAY SYSTEM, DIVISION NO. 53.

JUL 19 1901

CAMBRIDGE, MASS.

THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.
H. B. PERHAM, EDITOR.



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VOL. XVIII.

JULY, 1901.

No. 7.

EDITORIAL

ANOTHER A. R. U.

HERE has been numerous wild claims made of late through the press and otherwise by a few self-styled "leaders" as to the great things that are going to be accomplished by the second A. R. U. movement, which now travels under the name of the U. B. of R. E., and which is being fostered by a few "disgruntled" ex-members of the O. R. T., who failed to realize their ambition to hold office in this organization.

This movement, if it can be honored with such a title, was launched in San Francisco, Cal., by George Estes and B. A. Meyer, with the assistance of a few other office-seekers.

The boast was made that Southern Pacific System, Division No. 53, would immediately follow and assist in their scheme.

To show how utterly absurd these claims were, it is only necessary to reproduce here a copy of the resolutions adopted by the

General Committee of that Division by a unanimous vote at their meeting, held in San Francisco on June 10th, which are as follows:

WHEREAS, It was rumored and reported prior to March of this year that General Chairman George Estes and General Secretary and Treasurer B. A. Meyer were active in instituting and fostering a movement known as the U. B. R. E., which had for its intent and purpose the disintegration of System Division No. 53, and with it the abrogation of our schedule; and,

WHEREAS, The said George Estes and B. A. Meyer were present at a meeting of the Western District of System Division No. 53, held in San Francisco on March 18, 1901, and after deliberation they, the said George Estes and B. A. Meyer, assured the members present that they would desist from taking any further active interest in the said new movement, and further assured the members of System Division No. 53 that

they would thereafter devote their entire time and energy in furthering the interests of System Division No. 53; and that,

WHEREAS, The said George Estes and B. A. Meyer have, in violation of the above referred to assurances, repeatedly taken active interest in the formation of the new movement above referred to, and have addressed meetings of railroad men, advocating the principles and otherwise soliciting membership to it, thereby betraying the confidence which we had reposed in them; be it therefore

Resolved, That we approve the action of our President, M. M. Dolphin, in removing the said George Estes and B. A. Meyer as General Chairman and General Secretary and Treasurer of System Division No. 53.

This removal was not the result of any hasty or biased action occasioned by personal motive or prejudice, as charged by them, but was made with much reluctance and after due deliberation, and then only after our President had made a special trip to the coast and implored and pleaded with the said Estes and Meyer to discontinue their active interest in the new movement, and devote their efforts in behalf of System Division No. 53; and after having given reasonable assurances that they would do so betrayed his confidence in the same flagrant manner as they have done with us; be it further

Resolved, That we earnestly urge upon the membership to remain loyal to Division No. 53, thereby not only protecting our schedule, but continuing the pleasant relations now existing between ourselves and the management of the Southern Pacific Railroad Company; and be it further

Resolved, That a copy of these resolutions be spread upon the minutes of the proceedings of this committee, and that the General Secretary and Treasurer be instructed to supply each telegrapher on the entire Southern Pacific lines as well.

(Signed):

W. C. OWENS, <i>Ch'n.</i>	L. N. BUTTNER,
J. M. VONAU,	F. S. THOMPSON,
A. A. JAMES,	J. S. BECKHAM,
W. S. BRASHER,	LEO LEVEY,
J. P. MCKELLAR,	WILLIAM MILES,
O. P. BATES,	

The claim that Division No. 53 or any other Division of the O. R. T. would participate in that movement was only one of the many deceptive practices indulged in by its promoters with the hope of deceiving as many as possible in order to give them some standing with those gullible enough to accept their statements as facts.

The Order of Railroad Telegraphers has now been in existence a little over fifteen years, and by its practical methods has won for the telegraphers every concession that has been granted them so far, and it would be absurd to believe that its members would even entertain the idea of forsaking it and its principles for something that has been tried many times in the past and failed.

Since the foregoing resolutions were adopted and Division No. 53 has so clearly put their stamp of disapproval on the actions of Estes, word comes to us through the public press that the "headquarters" of his movement is to be moved from San Francisco to Denver. No doubt it is true. After the signal failure of the "movement" on the Southern Pacific, there is nothing left to do but to "pack tent" and move to some place where their motives are not so well known.

It seems somewhat strange that if a movement other than the class organizations is necessary that such a movement would not spring up spontaneously and be fostered by men who have put in the best part of their lives in labor work. A review of the situation at this time shows that the two A. R. U. movements—the one that ended its existence in 1894 and the present one known as the U. B. of R. E.—are far from being such organizations.

George Estes, the "head" of the second A. R. U. movement, became a member of the Order of Railroad Telegraphers on October 22, 1898, and, therefore, has had but little experience in the labor world; is, in fact, only in his primary stage; and yet, with his lack of experience, is willing, on account of personal ambitions and desires, to attempt to tear down what has been accomplished in years by those faithful in the service of the wage-earner.

A brief comparison of net results should be sufficient to convince any thinking man that the old quotation, "When you find a friend, good and true, trade not the old one for the new," has not outlived its usefulness.

The Order of Railroad Telegraphers, the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen, the Order of Railway Conductors and Brotherhood of Railroad Trainmen, and the various other class organizations, through their membership, have secured hundreds of schedules governing the conditions of service, rates of pay, etc., of the employes in the various departments represented, which are in existence to-day, and which are of inestimable value to those affected. Would any sane man believe that all these are to be "thrown overboard" at the instigation of one man? No doubt many promises will be made by those who are attempting to decry the class organizations that "they" will protect schedules now in existence.

"A bird in the hand is worth two in the bush."

A schedule secured and in operation is worth one hundred promised schedules.

The Locomotive Firemen's Magazine, in commenting on the subject of universal organization, very wisely says:

"Those who have a longing for a 'general' organization of railway employes should remember that they are in the minority, and that the only fruit of an opposition movement will be a scab-breeding contest which can only bring disaster to the railway employes of this country.

"If the several branches of the service cannot act in harmony in a close federation of the existing organizations, they will never act in harmony in one organization. Engineers, firemen, conductors, telegraphers, etc., are not what their brotherhoods make them, but their brotherhoods are just what the engineers, firemen, conductors, telegraphers, etc., make of these organizations."

The A. R. U. movement in 1893 and 1894 brought great distress and ruin to thousands of railroad men. Will history repeat itself, or will the laboring men of this country

profit by experience, and refrain from again assisting in tearing down that which has been built up by years of hard labor—the organizations of their class.

ELECTIONS.

THE time for the election of System and Local Division officers and representatives to the coming biennial session of the Grand Division is close at hand.

The officers of Local Divisions, including representatives to the Grand Division, and alternates, are elected at the first meeting of each Local Division in the month of August.

The officers, representatives and alternates of System Divisions are elected by mail ballot during the month of August, as provided by Section 58 of the System Division Statutes, in the following manner: In the month of August the General Secretary of each System Division will mail to each member of his Division, whose dues and assessments are fully paid, an "Official Ballot," providing space thereon in which members are to write their choice for chairman of the Local Board of Adjustment for their district, a General Chairman for the entire system and a representative and alternate to the Grand Division for their District. These ballots must be returned to the General Secretary on or before August 31st. All votes cast must be written on the "Official Ballot," unless that ballot should become defaced, in which event members can record their vote for the various officers on a blank piece of paper attaching the same to the "Official Ballot," and forward to the General Secretary. All ballots must be enclosed in an envelope, securely sealed, and bear the words "Official Ballot" on the envelope. It is the duty of the General Chairman to appoint a committee within ten days after August 15th to count the ballots, and a majority of such committee must be present at the time the ballots are opened and counted, together with as many members of the Order as may desire to witness the counting. All ballots must be opened and counted by the committee appointed for that

purpose on September 1st, or within three days thereafter.

It is the duty of the general committee to divide the territory under the jurisdiction of its Division into as many districts as the Division is entitled to. Representatives to the Grand Division, and one representative and one alternate shall be elected from each district so named.

No member can be voted for for any office who has not been placed in nomination through the filing of a petition with the General Secretary prior to the election, signed by five or more members working on that system, placing such member in nomination for the office for which he is voted for. This includes representatives and alternates to the Grand Division.

It is the duty of the General Secretary and Treasurer of each System Division to mail all members in his jurisdiction a circular along with the "Official Ballot," containing the names of all members placed in nomination for the various offices.

As the selection of officers as representatives for the various offices is a matter of great importance, materially affecting the welfare of the Order, all members are urged to take an active interest in the elections, even if they have to push aside other business for a few moments to do so.

If there is any preference for officers, members of their own accord should take the initiative and file with the General Secretary and Treasurer of their Division a petition signed by five or more members, placing them in nomination, so that they may be voted for.

All members have an opportunity of expressing their wish in this regard by casting their ballot, and they should take advantage of it. If they fail to do so, and neglect their opportunities, they should refrain from making complaints after the result of the elections are announced.

All members with dues and assessments paid to June 30, 1901, are entitled to vote at the elections held in August.

Any member of the Order in good standing to June 30, 1901, is entitled to be present and witness the counting of the ballots by any System Division Committee.

MORTALITY AMONG TELEGRAPHERS.

ATTENTION has been called to a report that has been widely circulated in the American press in regard to the extraordinary mortality among railroad telegraphers.

The report is credited to Mr. Hull, President of the Railway Telegraphers' Union, but as there is no such organization in this country, it presumably emanates from Great Britain. Part of the report reads as follows:

The average death rate from tuberculosis with the general mass of men is 13.8. Among telegraph operators it is 46.6, exceeding by 13.5 the mortality among molders. Other affections of the respiratory organs stand in this relation: General, 3.5; telegraph operators, 18.4, between fifteen and twenty-five years; 23.1, between twenty-five and thirty-five years, instead of 4.9; and to 12 instead of 5.3. There is no denying the fact that it is a vocation fraught with danger; continuous nerve tension, mental concentration, an exhausting fixity of attention, congesting the operator's brain, engendering lung diseases and heart complications. We have seen more forms of insanity, brain strain, melancholia, paralytic dementia; more varied forms of paralysis, local and general; more severe neurasthenic conditions, among telegraph operators than with all the rest of railway employees combined. This can be shown from the tabulated statements of over 300,000 sick employees. Hence, we view the telegrapher's vocation as the most dangerous in railway service. While they are freed from accident, as in the transportation department, still there is proportionately greater mortality among them.

If telegraphers stuck to the business and worked as assiduously as some employers would like to have them, undoubtedly that would prove to be the case in this country.

Fortunately for the Mutual Benefit Department of the Order of Railroad Telegraphers, and others, a great number of young men enter the telegraph business, and, finding it not exactly what it was supposed to be, after a few years of unremitting slavery,

conclude to leave it for some other business more profitable, if not so congenial.

This is not as it should be, for telegraphy easily ranks any other business in the world to-day in the matter of importance, and there is no good reason why a man should not make it a life business instead of a stepping stone to something better, that is usually entirely foreign to it, and entails what may be called a second apprenticeship.

As the United States and Canada more nearly approach European conditions, avenues of employment for young men get less numerous, and the period of employment as telegraphers increase. It is then that perfect organization comes into play with the consequent lessening of the hours of labor and the lightening of many other burdensome conditions.

The nervous strain consequent upon close attention to the telegraph business, whether it be in transmitting or receiving messages, or waiting for circuit, calls for athletic exercise in the open air, and without that, disease and decay finds the telegrapher an easy mark. The efforts of the telegraphers' organizations are constantly tending toward the shortening of the working day and giving them a Sunday rest, the latter being a prime necessity, and both being conducive to longevity.

Mr. Hull says further in his report:

"Every one knows that the telegraphist reads better with his ears than with his eyes. He carries out an essentially mental operation by using the nerves of hearing. This faculty is consequently highly developed in his case. In the ordinary work of reading twenty words a minute the telegraph operator must distinguish one hundred and fifty alternate strokes or intervals, and when there is a rush of work this figure can go as high as four hundred and fifty. There is also the work of transforming the sounds into visible symbols, or writing, which implies another mental process. And whereas the normal amount of varied sensory impulses per minute is one hundred and twenty, the telegraphist has to accomplish one hundred and fifty to four hundred and fifty. Without taking extreme

cases into consideration, it may be said that the sense of hearing in a telegraph operator is two and a half times more powerful than in an ordinary individual. Again, in telegraphy, the continuity of the nervous stimulation, the monotony of sounds, and the fixity of attention are further causes of exhaustion. It is found also that during forced work the telegraphist's breathing is affected, his heart's action precipitated, and his brain congested."

Now, for a few facts in regard to the business in North America. Since January 1, 1898, up to the present time, a period of two years and six months, there has been over sixty deaths among the members of the Mutual Benefit Department of the Order of Railroad Telegraphers, which now has a membership of about ten thousand.


They can be classified as follows:

Accidental	12
Typhoid	10
Tuberculosis	7
Heart failure	5
Appendicitis	4
Apoplexy	3
Malaria	3
Pneumonia	2
Erysipelas	2
All other causes.....	12
Total	60

This table tends to show that conditions are normal in the railroad telegraph business in this country. Also, from the list and character of accidents, it may be inferred that out of door exercise is quite generally in vogue with this class of telegraphers.

The moral is plain. A short workday, plenty of outdoor exercise, especially that which will bring the full capacity of the lungs into play, and telegraphy will be found to be as healthy as any other business, while long hours of confinement, coupled with sedentary habits, will, as a matter of course, affect the mortality tables unfavorably.

THE TRACKMEN'S STRIKE.

 N April 15th last a committee of trackmen, representing about 2,500 men employed upon the Canadian Pacific Railway, waited upon the officials of that company at Montreal and endeavored to get them to agree to a schedule of wages that necessarily meant a little increase for the men. As this was an important move for the company, requiring some consideration, the committee was requested to call again some time later in the month of May, the exact date to be set by the officials.

The conference was held as per agreement, but it failed in its mission, and on June 17th the men along the line laid down their tools, and up to the time of going to press a strike has been in progress on that line of railroad.

Another affair of the same kind has taken place on the lines of the Maine Central. On Monday, June 10th, at 5 o'clock P. M., a general strike was inaugurated by the maintenance of way and fuel department employees.


The men want wages amounting to \$1.50 per day, and notwithstanding the prevailing prosperity, have found it necessary to endeavor to force their employers to see the point.

On July 3d a compromise was reached between the men and the management of the Maine Central, particulars in regard to which are not yet available.

At the time of going to press the men on the Canadian Pacific Railway are still out.

It is needless to say that the trackmen have the sympathy of the telegraphers in their struggle for better conditions.

TEACHING TELEGRAPHY IN REFORM SCHOOL.

 HE board of managers of the Ohio State Reformatory are about to adopt a startling innovation, being nothing less than the teaching of telegraphy to certain of the degenerates who find themselves within the confines of that institution.

The press report says:

"A school of telegraphy is shortly to be established at the Reformatory, and about twenty prisoners will be given an opportunity to learn this work under the instruction of Robert J. Nicholson, stenographer and secretary to Superintendent Leonard."

How such an idea could get settled in the heads of the members of the board long enough to reach the crystallized state is hard to understand.

To follow the business of telegraphy, as applied to railroads, it is necessary to have a clean record, because guaranty bonds are invariably required. A young man starting out from a reformatory or a penitentiary to look for a position of responsibility and trust with a railroad company, no matter what his skill and attainments, would soon come to the conclusion that he had wasted considerable time and effort in learning the mysteries of the Morse code of signals.

In the commercial business, as well as in railroad telegraphy, integrity is one of the prime requisites, and confidence on the part of the public is a close second.

Imagine a man handing a telegram containing information of a confidential and important nature to a graduate from the "pen." If the customer knew that the telegrapher had a shady record he would seek the privacy and security of the mails before he would allow such a man to get an insight into his business and social affairs.

The confidence generally shown by the public toward the telegraphers, and the extraordinary rarity of a breach, is one of the pleasant considerations in the business that smoothes out many a rough place.

From this article it must not be inferred that the opinion is held that a man or boy that has once made a mistake and been caught at it should be forever held under suspicion and condemnation, the reverse being the case. The writer holds that economic and social arrangements are very faulty, causing mankind to be thievish and mean where it would be otherwise honest and benevolent. These faulty conditions are also responsible for parents bringing degenerate children into the world who do not know right from wrong.

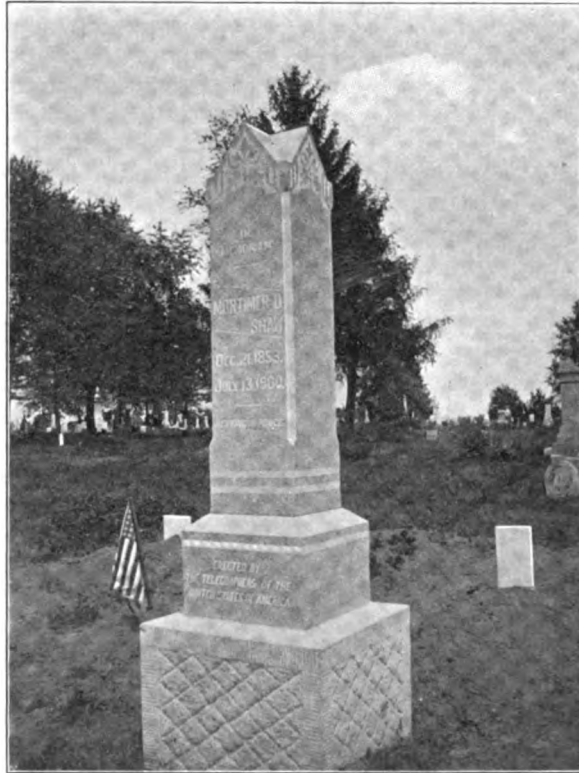
The degenerate in the reform school or the penitentiary is not nearly as responsible for his misdoings and consequent confinement, as the snug respectable party who opposes all reform ideas and does his level best to maintain things in their present status while he has a slight advantage over some of his fellows.

It is bad enough to have men confined in jail making brooms, brushes, boots and

It would seem that the board has simply made a blunder, but as the arrangement is not yet in operation, there is yet time for a sober second thought.

MORTIMER D. SHAW.

IN the month of August last year notice was made in these columns in regard to the demise of Mortimer D. Shaw, the well-known telegrapher and organizer,



IN MEMORY OF MORTIMER D. SHAW.
ERECTED BY THE TELEGRAPHERS OF THE UNITED STATES
OF AMERICA.

shoes, etc., in competition with the honest workingman on the outside, who has an uphill fight at best, but when it comes to training telegraphers in the reform school or penitentiary, there can be no competition, as as they could not find employment except, perhaps, in case of a strike, and even then reformed criminals would hesitate about scabbing it.

and a voluntary subscription was started for the purpose of removing his remains from St. Louis, Mo., to his old home place at Sumner, Ill., and for the erection of a suitable tablet to his memory.

The circumstances surrounding his death were of such a nature that feelings of sympathy were aroused, and sufficient funds were soon forthcoming to carry out the pur-

pose of his friends. The engraving herewith shows the monument that now marks the last resting place of Mortimer D. Shaw, the friend of humanity, in the peaceful quietude of Sumner's "Bivouac of the dead."


The sum of \$164.90 was received from all the various sources by subscription, which was disbursed as follows:

Exhuming charges	\$ 3 00
Undertaker	57 00
Transportation	11 45
Digging grave	3 00
Time lost and expenses.....	5 00
Monument	85 00
Express and postage.....	45

Total\$164 90

Mr. Alex. Frazier, of the St. Louis, Mo., Western Union Office, arranged all the details and laid off to accompany the remains to Sumner. Much credit is due him for successfully carrying out the plans.

A SYSTEM FEDERATION AGREEMENT.

 HE executive officers of the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen, Order of Railway Conductors, Brotherhood of Railroad Trainmen, and the Order of Railroad Telegraphers, met by agreement in the city of New York on June 25th last and came to an understanding in regard to federation. It is federation at local option as distinguished from national federation. The plan is as follows:

SECTION 1. The membership of any of the following named organizations: Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen, Order of Railway Conductors, Brotherhood of Railroad Trainmen, and Order of Railroad Telegraphers, may federate as hereinafter provided, on any system of railway, for the purpose of adjusting any complaint which may be presented in accordance with the

laws of the organization aggrieved, and in accordance with requirements herein contained. No organization participating in this federation, or members thereof, shall be or become a part of any other federation, organization or alliance of railway employees.

SEC. 2. Where federation hereunder is desired on any system, the proposition shall be submitted to the membership on the system by the chairman of the general committee or boards of adjustment of the organizations desiring to federate, through the members of the general committee or board of adjustment. When two-thirds of the members of the organization have voted in favor of federating, the chairman and secretary of the general committee or board of adjustment may sign a copy of these articles with the chairmen and secretaries of the other organizations which have also voted to federate, and the copies so signed shall be forwarded to the chief executives of the organizations, party to the federation for their approval, and when so approved shall be effective.

SEC. 3. Complaints from the members of any organization shall be handled by that organization in accord with its laws and through its regular committees. When the General Committee or Board of Adjustment finds it impossible to adjust a complaint or case legally placed in their hands, the secretary of such committee or board shall forward to the chief executive of the organization a full and complete statement of the complaint, and the action taken, which shall be signed by the members of the committee. When directed by the chief executive (in person, in writing or by telegraph), copies of this statement, with notice of time and place of meeting, shall be forwarded by the officers of the General Committee or Board of Adjustment to the chairmen and secretaries of the General Committees or Boards of Adjustment of the organizations party to the federation.

SEC. 4. On receipt of statement, as provided in Section 3, the chairman and secre-

tary of any General Committee or Board of Adjustment representing an organization participating in the federation, shall answer the call in person, meeting the others at time and place named. When so convened the several general chairmen and secretaries shall constitute the federated board for that system, and shall organize by the election of a chairman and a secretary, who shall serve until their successors are elected. After such organization, they shall, if they approve the complaint, exert every honorable effort to adjust the same.

SEC. 5. When the federated committee have, after exhausting all honorable efforts, failed to adjust the complaint referred to them, and when the chief executive officer of the organization aggrieved is prepared to approve a strike, he may convene the chief executives of all organizations represented in the federation, and in the event of it becoming necessary to inaugurate a strike, the same shall be authorized only by a two-thirds vote of the federated committee and the consent of the chief executives of the organizations represented.

SEC. 6. Should a strike be inaugurated, the chief executive of the organization aggrieved shall be the recognized leader. Two-thirds of the federated committee, together with the chief executives, shall have power to declare a strike off.

SEC. 7. The expenses incurred in the settlement of any complaint (or in case of a strike) shall be paid by each organization, in accordance with the provisions of their respective constitutions and by-laws.

SEC. 8. Any organization that is part of this federation, failing to comply with the rules and regulations contained herein, shall not receive any support or recognition from any organization embraced in this federation on the system upon which the violation occurs; but no organization will be deprived of the benefits of this federation by reason of the acts of its representatives, or its in-

dividual members, until such time as it has approved of the action by failure to discipline the parties at fault, and then only after proper trial and conviction by a two-thirds vote of the Federated Board, subject to an appeal to the executives of the organizations, parties hereto. An organization on trial shall have no vote in the Federated Board during its own trial.

SEC. 9. If a federation is formed on any system which does not include all the organizations herein named, the others shall be eligible to membership, and may file application for such membership with the secretary of the Federated Board. Upon receipt of such application, he will forward the same to the chairman of each General Committee, or Board of Adjustment, party to the federation, who will in turn submit it to his associates. Upon receipt of the vote of his associates, he shall file with the secretary of the Federated Board the vote of his organization in accordance therewith, and the organization applying for membership shall be admitted if a majority of the organizations, party to the federation, vote in favor of such admission.

SEC. 10. An organization on any system may withdraw from federation for that system hereunder by submitting such proposition to the membership of that organization on the system, and if a majority of the members vote in favor of withdrawal, the general chairman and secretary of that organization shall notify, in writing, the chairman and secretary of the Federated Board for that system, and the chief executive of the organization withdrawing. The withdrawal shall be effective fifteen days after date of notice to officers of Federated Board.

SEC. 11. These articles may be revised, altered or amended by concurrence of all the executives of the organizations parties hereto.

Editorial Notes

Any member out of employment is invited to at once communicate with the Grand Secretary and Treasurer at St. Louis.

July, the seventh month of the year, was so named by Mark Antony in honor of Julius Cæsar, who was born in it. Perhaps that accounts for Julius being such a hot number.

If there is any argument against the people owning and controlling the railways, it is time to demonstrate it. The syndicates are doing more to nationalize the railroads than the People's party ever did.

Mr. Samuel Gompers sustained another serious accident recently by falling from a street car in Washington, D. C. For a time it looked as if the injuries were about to prove fatal, but the tremendous will power of the man pulled him through, and the indications are that he will be spared to the cause of labor for many years to come.

The Colorado Fuel and Iron Co. is installing a telegraph system of its own, so that its immense number of mines may be placed in instant communication. All the various properties will be directly connected with the main office in Denver. It is reported that they will employ about sixty telegraphers when the plant is completed.

The extraordinary warm weather does not seem to feaze the telegraphers. They are holding meetings everywhere, sending committees to the front to negotiate for them, and those not so employed are busy contributing to the columns of *THE RAILROAD TELEGRAPHER*. That is somewhat different to what it used to be. They have been inert long enough.



Above is the Union Label of the American Federation of Musicians. When musicians are to be employed at Division functions inquiry should be made and preference given to those who are entitled to display this insignia of unionism. The delegates to the sixth annual convention of the American Federation of Musicians, which was held in Denver, Colo., May 10th to 14th last, desired to go around the loop near Georgetown, on the Colorado & Southern Railroad, but when they learned of that company being on the telegraphers' unfair list, they refrained from making the trip in the interest of unionism. Telegraphers should reciprocate.

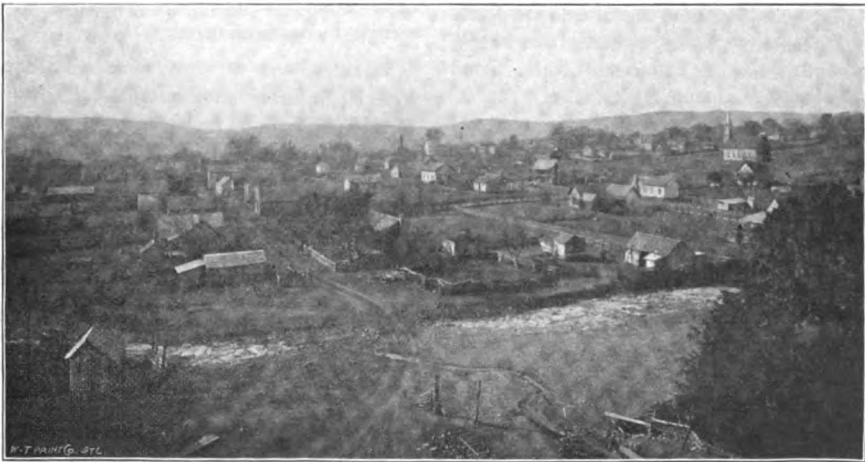
That men should consent to work all the time for the sake of making a living, is a puzzle. No other created thing does it. All else make their living by easier methods. Mankind is further into the mire of slavery than it is aware of generally, but evolutionary forces are at work.

One of the evolutionary methods of progress is that of struggling for the shorter day's work. The International Association of Machinists gave notice twelve months ago that on Monday, May 20, 1901, they would demand a nine-hour day for their

members, and that if the demand was not granted its members and those in sympathy with them would suspend labor until the concession was granted. Many firms granted the concessions before the day set, but, notwithstanding this, between forty and fifty thousand machinists found it necessary to lay down their tools when the appointed time arrived. Since that time many more firms have seen the point, and conceded it, but there are still many thousand machinists laying off waiting for a signal. The machinists have made a splendid fight and accomplished much already in shortening the workday for us all. To the great mass of telegraphers working along in the old twelve-hour rut, such a movement in his favor doubtless seems a long way off, but it is not, for unionism can do more than that, and do it quickly. The only thing needed is "Pull Together."

Frederick U. Adams, well known as the author of "President John Smith," and editor for several years of *The New Time*, has written a book which the best critics

declare to be one of the masterly productions of a year famous for books. The theme is the kidnaping of "Palmer J. Morton," "Andrus Carmody," "John M. Rockwell," "R. J. Kent," "Hiram Havan," and "Simon Pence," the six most powerful financial magnates of New York. They are marooned off the coast of Mexico, and have a series of adventures as thrilling as those of the heroes of Stevenson's sea tales. While on the island they discuss with "Sidney Hammonds"—a scholarly lawyer and reformer—the great question of trusts and government ownerships of natural monopolies. Those who have read Mr. Adams' books and editorials on these topics may anticipate a treat in "The Kidnapped Millionaires." The *New York Journal* devotes two pages to a review of the book, and it promises to surpass all records. It is a book of 504 pages, and the critics assert that it does not contain a dull paragraph. "The Kidnapped Millionaires" is published by The Lothrop Publishing Co., of Boston, who have attained such a phenomenal success with "Eben Holden."



YELLVILLE, ARK.
Courtesy Frisco Line.

PERSONAL MENTION

BORN.—To Bro. and Mrs. O. F. Martin, of Hobart, Cal., on June 7, 1901, a fine nine-pound O. R. T. boy.

BORN.—To Bro. and Mrs. O. A. Hudson, at Corona, L. I., on May 8th, a fine O. R. T. girl. All doing well.

BORN.—To Bro. and Mrs. Frank C. Beeman, of Aberdeen, Md., June 6, 1901, a fine O. R. T. boy. Bro. Beeman is operator at the West End Susquehanna Bridge.

BORN.—To Bro. and Mrs. W. H. Moore, on June 10th, at Hartland, Kans., an eight-pound O. R. T. girl. Bro. Moore was agent at Hartland for the Santa Fe until the strike.

MARRIED.—Bro. Chas. H. Foltz and Miss Sarah A. Lorentz were united in matrimony at the home of J. W. Montjoy, in South Bend, on Saturday evening, June 22d. Bro. Foltz is agent for the Pere Marquette Railway at Dublin, Mich., where the happy couple will make their home in future. Congratulations.

MARRIED.—At Seebert, W. Va., Bro. E. H. Bobbitt and Miss Jessie Renninck were united in marriage. The ceremony was performed in Academy Presbyterian Church, in the presence of a large congregation. The happy couple afterwards left over the C. & O. for Buffalo, New York, Pennsylvania and Ohio. Congratulations to Bro. Bobbitt and his handsome bride.

MARRIED.—At Windsor, Va., on Wednesday, May 15, 1901, Miss Elzada Virginia King and Bro. M. Clinton Eley were united in the holy bonds of matrimony. Bro. Eley is the courteous and efficient agent of the N. & W. Ry. at Windsor, and a member of N. & W. Division No. 14. The bride is the beautiful and accomplished daughter of Mr.

Chas. T. and Mary Alice King. The telegraph fraternity extend congratulations.

MARRIED.—Bro. Geo. L. Lemon and Miss Annie Markey were united in marriage on Wednesday, June 19th, at Lawtey, Fla. After the ceremony a sumptuous wedding dinner was served, and the bridal party left for Greenville, in West Florida, where Bro. Lemon is agent for the Sea Board Air Line. The happy couple have the congratulations and best wishes of the telegraphers.

MARRIED.—At Pineville, Mo., June 19th, Bro. W. W. Thornburgh, who holds the responsible position as agent at Lanagan, Mo., to Miss Lola Hackney, of Pineville, Mo. Bro. Thornburgh has been in continuous service of the Kansas City Southern Railway since April 1, 1895, and has held many responsible positions, and has made a host of friends. The telegraph fraternity extend warmest congratulations.

MARRIED.—At the handsome residence of Bro. B. B. Terry, of Leesville, La., Bro. W. D. McCaleb to Miss Maude Self, May 19, 1901. Bro. McCaleb is agent for the Kansas City Southern Railway at Neame, La., a very responsible position, and by his sterling qualities and manly principles has made himself very popular with all who know him, and we predict a brilliant future for the young couple. Miss Self was an accomplished belle of Leesville, and very popular in society. Congratulations.

MARRIED.—At 3 o'clock P. M., Wednesday, June 19, 1901, at the home of the bride, at Tip Top, Ky., Bro. J. Y. Brinton to Miss Bessye, the charming daughter of Mr. and Mrs. G. C. Scheible. After the ceremony the happy couple left for points of interest on the L. & N. system, spending several

days at the home of the groom's parents at Riley, Ky., after which they returned to Horse Branch, Ky., where Bro. Brinton is agent for the I. C. R. R. Co. May joy be theirs, and peace and happiness reign supreme.

DIED.—Bro. J. R. McNamara, formerly agent and operator at Nolan, W. Va., for the Norfolk & Western Railway, died June 2, 1901. He had been afflicted with consumption for some time past.

DIED.—B. Frome Wright, Jr., died at Mendon, Mo., May 15, 1901. He was sick only a very short time, and passed away before his folks could reach his bedside. He was very well known as a manly and Christian character. Condolences are extended to the bereaved relatives by the telegraph fraternity.

DIED.—Bro. A. O. Brooks was drowned while bathing at Fairmount Park, Kansas City, Mo., about 4 o'clock P. M., on June 17th. He was a member of Missouri Pacific System, Division No. 31, and well liked by all who knew him. His remains were taken to Montgomery City, Mo., his old home place, for interment.

DIED.—Bro. Howard W. Spare, a member of D. & R. G. System Division No. 49, met his death in a peculiar way on the farm of his brother-in-law, near Grill, Pa., on May 14th last. While helping to get a wagon out of a barn a violent gust of wind slammed a heavy barn door upon him, knocking him unconscious, and causing his death in a few hours. The sympathy of the telegraphers is extended to his bereaved relatives.

WANTED.—Present address of R. A. Patrick. Last heard of in Dallas, Texas. "R. A.," if you see this, write J. A. Shingleur, Jackson, Miss.

WANTED.—Present address of W. H. Sando, lately employed on the C. & N. W., at Elgin, Ill. W. H. Allison, No. 70 Melbourne avenue, Toronto, Ont.

WANTED.—The present address of T. J. Scott, who worked at Rome, Ga., during the Southern Railway strike. Address Cert. 54, Lock Box B230, Newnan, Ga.

WANTED.—The present address of W. R. Russell, who is a train dispatcher, and also a member of the O. R. C. "R.," if you see this, write. Wirt G. Bowman, Reata Coah, Mexico.

WANTED.—The present address of A. H. Abernathy. Any one furnishing me this information will be conferring a great favor. Address Opr. Mil. Tel. Office, Puerto Principe, Cuba, Camp Mackenzie.

WANTED.—Present address of Mr. S. C. Foster. Last heard from at Alamosa, Colo., and left there December 18, 1900. Any one knowing his address will confer a favor by writing E. L. Stovall, Florence, Colo.

WANTED.—Present address of Colie Dennehy, a telegrapher. His parents anxious to hear from him. Last heard of was with the Duluth & Iron Range Railway. Address P. Dennehy, 555 East Wash street, Ionia, Mich.

WANTED.—The present address or any information as to the whereabouts of G. W. Howe, a telegrapher and station agent. Last heard of at Gunnison and Kokomo, Colo. W. C. Cuthbert, Room 6, Union Depot, Pueblo, Colo.

WANTED.—Present address of A. J. Camp, a telegrapher, who was employed by the Mexican Central Railway at Cardenas, Mexico, in 1899. Something of interest to him may be learned by addressing Patterson & Wallace, Attorneys, Rooms 20-21 Bronson Block, El Paso, Texas.



Cleanings

The salary of the young King of Spain is \$750,000 a year.

* * *

Female compositors in Paris are not legally permitted to set type at night.

* * *

In business three things are necessary: Knowledge, temper and time.—*Feltham*.

* * *

Vancouver, B. C., has a school teachers' union formed on exactly the same lines as a trades union.

* * *

The world turns aside to let any man pass who knows whither he is going.—*David Starr Jordan*.

* * *

Failure is only endeavor temporarily off the track. How foolish it would be to abandon it in the ditch!

* * *

The best way for a man to get out of a lowly position is to be conspicuously effective in it.—*Dr. John Hall*.

* * *

The greatest of all calamities is the contentment that sits down at peace with a remediable evil.—*William Smith*.

* * *

The Czar has ordered the construction of a new railway, 700 miles long, from St. Petersburg to Viata, Eastern Russia.

* * *

The wise prove, and the foolish confess, by their conduct, that a life of employment is the only life worth leading.—*Paley*.

* * *

A New York dispatch says thirteen of the big 'uns cleaned up nearly \$150,000,000 in the little game that culminated in the Wall street panic.

Never build after you are 45; have five years income in hand before you lay a brick, and always calculate the expense at double the estimate.—*Kett*.

* * *

Reports from Vancouver, B. C., show that an average of 1,000 Chinese surreptitiously cross the border into the United States every month.

* * *

A number of philanthropic Parisians have organized and will try to brighten the lives of working girls by sending them to the theater at least once a week.

* * *

The Massachusetts Supreme Court has rendered a decision upholding the constitutionality of the law which prescribes execution by electricity in capital cases.

* * *

A bottle-washing machine is being built for a brewing company in Milwaukee which will wash, scrub and rinse, outside and inside, 40,000 bottles in a day of ten hours.

* * *

The Old-Time Telegraphers' Association and the United States Military Telegraph Corps (jointly) hold their annual convention at Montreal, Quebec, September, 11, 12, 13.

* * *

The New York Co-Operative Society is establishing bakeries, groceries, dry goods stores and meat markets. The society is made up of members of various trades unions.

* * *

The whim of to-day is the impulse of tomorrow, the wish of next week, the good or bad taste of next month, the habit of next year, the instinct of your descendants.—*Alice W. Rollins*.

The diamond workers of the Netherlands, having the strongest union in the world, voted by referendum an average of 5 to 1 to support the Social Democratic party in future political campaigns.

* * *

It is said in Rhodesia and at Kimberley the diamond miners are subjected to solitary confinement for three days before exit, with searching for diamonds by the use of the strongest emetics and purgatives.

* * *

Indianapolis plumbers and plasterers are on strike. The first named are endeavoring to enforce new rules governing helpers, and the latter want an increase in wages. Prospects for the success of both trades are bright.

* * *

Thousands of persons are pouring into Southwestern Oklahoma and camping in and about the Kiowa, Comanche and Apache and Wichita Indian Reservations for the opening scheduled for some time in August.

* * *

The American Tobacco Co. reports for the quarter ended March 31, net earnings \$1,314,661, decrease \$228,188. The Continental Tobacco Co. reports for the quarter ended March 31, net earnings \$975,091, decrease \$297,983.

* * *

The new law is to be enforced in the State of Washington prohibiting the employment of any female clerk or assistant more than ten hours. This applies to hotels, restaurants, stores and laundries, and will necessitate closing stores at 6 or 7 P. M.

* * *

Among the specimens of early Chinese and Japanese printing in the British Museum is a Chinese bank note issued during the reign of the Emperor Hung Wu, A. D. 1368-1399. This is the earliest specimen of a bank note known to exist in any country.

* * *

The journeyman tailors of Indianapolis are on strike for a substantial increase in wages. Several shops have signed the new schedule of the union. It is hoped that the

establishments which have not yet recognized the union will do so at an early date.

* * *

Chicago automobile drivers complain that they are compelled to sign obnoxious contracts which enable bosses to enforce fines to such an extent that they have practically no wages to draw at the end of the month. The drivers are unorganized, and, therefore, they are receiving the horse laugh.

* * *

Recent statistics collected by the Bureau of Labor show that 15,337 out of 17,427 workmen in twenty-two cities were found to be unmarried. These figures suggest a startling condition of affairs, and indicate that there is something radically wrong with the environments of the workers.

* * *

The capitalist can see no need of the reforms for which the laboring people are clamoring. Certainly not. The capitalist has all the comforts that wealth can buy and leads a life of comparative ease. Why should he recognize the need of a change in conditions under which he is perfectly content?

* * *

The King of Italy has instituted a new order, to be known as the Knights of Labor, the gold cross of the order being given to those who have helped in the progress of the working classes, and who have invented improvements to assist skilled labor. The cross bears the inscription, "To the Worth of Labor."

* * *

Women cannot expect to get equal pay with men for equal work by merely asking for it on the ground of injustice. Justice is secured generally by the possession of force. Women should organize and compel equal payment by the strength of their organization and the damage it could inflict on those who refuse justice.

* * *

The *Fourth Estate* says: "The *News* is the name of a unique and interesting paper published by the patients of the Maryland Hospital for the Insane, at Cantonville, Md. One of the articles reads: 'It is a

wonder some of the patients do not learn the St. Vitus dance. Every other dance seems to have been tried here in the assembly hall.' "

* * *

Henry Devens, the walking delegate of the National Metal Trades' Association, says the employers who are fighting the machinists will have a million dollars instead of half that sum as a war fund. The fight is being fiercely waged in a score of cities. The men are confident that they will win out, despite all odds, and they are standing together well everywhere.

* * *

Reports from across the water indicate that the industrial depression in Europe continues to spread. Upward of 100,000 workers are on strike or locked out in Russia, and the Krupps have added 5,000 men to the already large army of unemployed in Germany. Strikes are raging in France and Belgium, and the outlook, if the press reports be true, is far from reassuring.

* * *

Some months ago a New York Judge fined a striker for making faces at a scab who took his place. Now the New York jurist has been eclipsed by one over in Jersey City, who has enjoined some girl strikers from making faces at the women who are filling their situations. The way of the workers is a hard one when they are compelled by law to regulate their countenances.

* * *

A municipal saloon is contemplated in Glasgow, Scotland. The city has found it profitable to operate its gas, electricity, water and street car plants, and believes that municipal saloons would not only prove a source of revenue for public purposes, but could be so conducted as to do away with many of the undesirable features. It is needless to say that the idea is strongly opposed by "the trade."

* * *

"I stand here, friends, to urge that a new leaf may be turned over—that the laboring class, instead of idly and blindly waiting for better circumstances and better times, should begin at once to consider and discuss

the means of controlling circumstances and commanding time by study, calculation, foresight, union."—*Horace Greeley, first President of New York Typographical Union, in an address to workmen.*

* * *

Eastern unionists are angry. A large number of Columbia University students have been sent to a New Jersey shop to operate machines, the machinists being on strike. That eminent reformer, Seth Low, is president of Columbia, and the union men who voted for him for mayor of New York, or who heretofore regarded him with awe, are kicking themselves. Low is a humbug, like most reformers who train in his class.

* * *

In New York a striking machinist who was acting as picket was hauled up before Magistrate Cane, a Tammany Judge, who, in putting the prisoner under bond, said: "Honest people have the right to work, and you have no right to regulate wages. I am opposed to coercion, and will punish every man brought before me on charges of interfering with those desiring to work." However, the strike in New York will go on just the same.

* * *

It is eminently dangerous and destructive to the best interests of the individual wageworkers to proceed as if there were no other wageworkers; and infinitely to his advantage to seek for and adopt measures by which he may move so as not to jar and perhaps overturn himself as well as others. * * * We declare that not only are organizations of workmen right and proper, but that they have the elements, if wisely administered, of positive advantage and benefit to the employer.—*National Association of Builders.*

* * *

The United States Labor Commissioner sets forth some very interesting facts. Aided by machinery, he says, 4,500,000 men turn out a product which would require the labor of nearly 40,000,000 men if produced by hand. In America the advantage derived from machinery is about twice as great as in Europe, so that the actual population of the United States is equal in pro-

ductive power to 150,000,000 Europeans. With labor saving machinery one generation of men can do the work of four or five generations of hand workers.

* * *

As a result of the Boston convention of textile workers, the various branches of the trade, now in separate unions, will combine in one great organization, to be known as the United Textile Workers of America. It is said that the International Union of Textile Workers, the Federation of Textile Operatives, the Mule Spinners' Union, and the Loom Fixers' Union will affiliate with the new organization, which will give it a membership of about 300,000, and create amicable relations between the operatives of the North and South.

* * *

The Chicago & Milwaukee Telegraph Co. has announced that it will transmit telegrams between Milwaukee and Chicago at the rate of 10 cents for ten words, and 1 cent for each additional word. The lines of this company have heretofore been used almost exclusively for board of trade business, but have now been opened for a general commercial business. The company accepts and sends any message at the rates quoted, which can be delivered by telephone either in Chicago or Milwaukee. No ar-

range has been made for the delivery of messages in any other way than by telephone, but they will be mailed to the persons for whom they are intended if they cannot be reached by telephone.

* * *

A recent article in the *London News* sets forth some of the conditions of life with the assistants and clerks, which the Shop Assistants' Union is working to reform. It appears from this report that the clerks in most places must board and sleep on the premises, usually four in a room, with the poorest of accommodations. The food is generally poor and insufficient, there is a system of espionage and the wages are very low. Married men are not wanted, marriage being a cause for discharge. Numerous other grievances are detailed, showing that the assistants are veritable slaves with long hours, scant food and no freedom. Aside from this is the report on the business methods. Clerks are expected to give special attention to the sale of premium articles, and in some houses an assistant will be fined unless at least two articles are forced upon a customer besides those actually inquired for. An assistant who lets a customer go without buying anything will be fined and even dismissed for a repeated offense.



MISCELLANY

THE RISE AND GROWTH OF WEALTH.

BY E. BENJAMIN ANDREWS, LL. D.

AFTER those absolute conditions of wealth production, nature and labor, which were discussed in the last chapter, come a second pair of conditions—the relatively absolute. They are capital and social organization. These conditions, it will be seen, do not stand on the same level with nature and labor, apart from which absolutely no wealth whatever could arise. Capital and social organization are, however, all but absolutely necessary. Production, meager, uncertain, just better than none, might have place without them, but it could never become abundant.

Capital, to speak of this first, has usually been represented by economists as a strictly indispensable prerequisite to labor, and hence to production, which, if this were true, would force us to make capital, too, one of the absolute conditions to wealth production. It is true that labor without capital can only be of the simplest species and of the lowest degree of productiveness, yet, unless we give an arbitrary definition to capital, labor may to a very slight extent get on independently of it. Capital is product set apart to aid in other production. This is, in substance, the definition which every writer propounds. Now a man may have for a given piece of labor strength which he has gotten from food that was never set apart for production, from wild fruits, wild berries, etc. Game might be caught and killed without traps, arms or anything which could be called capital. The writer knows a military officer who throws

a stone with such precision that he can kill a rabbit with an ordinary pebble at 100 yards twice out of every three trials. In fact, the very definition of capital implies the priority of labor, for capital is product producing. The circumstance of product being present presupposes that labor has preceded.

The truth that work is precedent to capital must not, however, blind us to the infinitely more important consideration that labor can never precede capital by more than a step. Sir William Hamilton's elucidation of the intimate relations between thought and language by citing the operation of tunneling through a sand bank is to our point here. As the digging must precede the shoring of plank or brick, yet can only just precede, and as thought must exist in advance of speech, but can only be a little in advance, so labor is the absolute prerequisite of capital and still totally dependent upon capital for any considerable development. All capital is hoarded labor, frozen labor, as it has sometimes been called; it results from saving up the products of labor instead of enjoying them immediately. On the other hand, speaking broadly, labor is limited by capital. To attain aught of efficiency it is forced to alliance with this its creature, capital—to forget, as it were, that capital is its creature, and to accept capital as partner and mate. United they are almighty; if they are separated capital dies instantly, labor gasps and then dies.

Capital is the name of all products engaged in or devoted to the business of assisting labor to create further products. It is that portion of wealth which, when it has been brought into existence, is neither forthwith consumed nor devoted to mere enjoyment of any kind, but is kept for use, stored

away for service—the service of raising up additional products. Food to nourish laborers is a good illustration. Other familiar forms of capital are tools, machinery, factories, storehouses, wharves, raw materials of all kinds, improvements on land, useful domestic animals. There is also immaterial, or personal, capital, illustrated by mental or corporeal dexterity of any useful species. All these things are manifestations of wealth; they are economic products, and they are economic products which have been consecrated to the work of co-operating with labor in begetting new products.

Professor Marshall well notices that "it is not always possible to tell whether a thing is capital or not without knowing how

Roscher usefully classifies the various forms of capital as follows: First improvements upon land; second buildings, streets and roads; third, tools, instruments and machines; fourth, useful domestic animals; fifth, materials for manufacture which visibly reappear in the products, as wool, cotton, flax and coloring matters in cloth, leather in shoes and all sorts of ornamentation; sixth, materials to aid in manufacture which do not visibly reappear in the products, as coal, bleaching material and all lubricants; seventh, food and clothing for the support of laborers while they labor; eighth, stocks of goods for sale; ninth, money; tenth, incorporeal or immaterial capital. To render this a complete list we have only to add weapons and means of



the owner intends to use it. Thus, oats are capital if they are to be given a cart horse, but not if to be given to a race horse. Again, many things are used sometimes for business, therefore as capital; sometimes for pleasure, and therefore not as capital." Obviously a mass of wealth might cease to be capital by a mere change of purpose on the owner's part, passing over by the man's mere thought from the class of productive wealth to that of consumable (non-capital) wealth. Thus your change of purpose might turn an improved farm into an ornamental preserve or a swift steam launch into a yacht. But such uncertainty of classification never reaches to any considerable proportion of wealth. On the contrary, to determine in given cases whether pieces of property are capital or not is usually quite easy by following such hints as are given above.

transportation, as Roscher would probably reckon docks and wharves with buildings.

An instrument is passive in nature; a tool, perhaps from the same root as "do," is active. A sawbuck is an instrument, a saw a tool. When an extra human force is joined to either or to the two combined we have a machine. Historically such motors have been applied in the order of brute strength, water power, wind, steam, electricity. For pulverizing grain hammers were first used; then, in order, hand mills, ass-power mills, referred to in verse 6 of the 18th chapter of Matthew; water mills, which Roscher dates from Cicero's time, say 50 B. C.; wind-mills, from the ninth century, and steam mills, since 1782.

Very important often is the distinction between different forms of capital as free or specialized, according as the forms of capital in question are or are not so bound

up with given kinds of production as to be applied otherwise only with difficulty and loss. Pig iron can be put to any of a thousand uses; steel in the shape of watch springs is good only for use in watches. Destruction of the free variety is, dollar for dollar, more disastrous than that of the specialized one.

It is common and convenient to classify capital also as fixed or circulating. Capital which exists a considerable time in any relatively permanent form, thus aiding in repeated processes of production, is denominated fixed capital. Docks, mills, machinery, houses, railway beds and tracks, also wagon roads, are specimens of fixed capital. Capital which is rapidly used up or rapidly changes from one form to another, finishing in a single process its function as capital or as a given kind of capital, is named circulating capital. Raw materials and all goods kept for sale illustrate this. A grindstone in a stock of hardware awaiting sale is circulating capital; one revolving in a workshop fixed capital. Cotton is capital, and since in the process of being manufactured into cloth it disappears—is consumed—as cotton, it is circulating capital. The money of a community is fixed capital for the community, but money in any individual's possession usually comes and goes as an aid to his business, and is, therefore, most naturally classed as circulating capital so far as the owner is concerned. The distinction here under survey is more or less superficial because, of course, no capital is absolutely "fixed." Certain bridges on the Apian way in Italy are probably over 2,000 years old and have never needed or received extensive repairs. Even such works, however, gradually decay and must be renewed. The pyramid of Sakkarah, the oldest human work now existing, is at surface so frail that none dare climb its sides. Even hard money wears out in time. The usual yearly loss of the world's gold—literal loss and loss by attrition—is about two tons, or \$1,400,000. J. B. Say, the great French economist, believed certain copper coins to be still current in France early in the nineteenth century which had never been out of circulation since the days of the Roman empire. On the other hand, by far the greater

part of the capital at any moment existing is less than a year old. Almost trifling in quantity, relatively, is that which is over ten. As most kinds of capital wear out quickly, so they are quickly recreated. After a devastating war or pestilence, provided laborers are not all swept away, a good season or two will replace the population in a condition of reasonable comfort.

The other relatively absolute condition to the production of wealth is social organization. In respect to this it is clearer than in canvassing capital that we are not dealing with an absolute condition. Nature being bountiful, isolated men, with labor, could live and thrive; isolated families, representing the lowest stage of social organization, would, of course, fare better still.

But here, too, the important thing is not to see that the condition we are commenting upon is not an absolute one. That is little more than a matter of analysis and nomenclature. The essential insight is to perceive how immeasurably actual production depends on society as an organic affair.

Those not trained to thinking in this line could not be expected to realize the part which society plays in wealth production, but I do not believe that any of the great writers on the subject assign to the fact its due importance. Suppose nature present in all munificence, considerable capital created and labor in plenty to employ it. How insignificant will the reward of this labor be unless men stand in right relations to one another; unless exchange of products can prevail, enabling each to take advantage of the special situations, endowments and requirements of others.

Think of every separate human being attempting to supply his or her own wants unaided. Nature might be never so prolific, the result would be poverty and barbarism. Frederic Bastiat computed that through social organization and the amassing of wealth which this has made possible any individual toiler is now enabled to enjoy in a day more satisfactions than he could himself earn in ten centuries were he obliged to work alone and destitute of these aids.

The cotton spinner in yonder mill tells you that he can at present earn \$1.50 a day. Ask him what he means by this and he will

explain that he possesses such and such skill, strength and diligence. The real explanation is infinitely more complex. That his wage in that mill is what it is means that the mill owner or corporation is there, with mill and machinery, which people were in condition to place there for such and such consideration, which consideration in turn could be offered them only because other people stood in certain given relations to one another and to these.

The man's wage rate, further, means that there are men working Southern cotton fields and other men manufacturing the instruments for that work; that railways and steamboats exist, with the numberless forms of industry tributary to each, and, in addition to all this, that there are people in all countries who wish cotton cloth and have the means to pay for it.

Our friend in the mill, for all his dexterity and industry, is a most dependent creature. Let any one of ten million conditions change, his ability to earn is affected. The same is equally true of any other of those innumerable social units with whom his lot is thus intimately bound up. The intricacy of this social web is not greater than its importance in production, and no language can do justice to either.

Well says Professor Knies: "If the causes of a man's material weal or misery once lay in what the man himself did, now they are to be found as well in what is done and experienced by those for whom he produces, those whose products he desires, those who produce for others in the same line as he, and those who desire from others the same products as he."

Man is by nature social. The individual in himself does not form a whole. Save as parcel and facet of the social body he is naught but a fragment. The productive powers of the individual as such are incapable of development without a human environment, and even if developed they would be useless, having no scope for action.

Not only society, but as well the state, society's coercive or authoritative aspect, through which it forces individuals within certain limits to obey the collective will, is of vital importance as an economic factor. Not alone anarchy, but the slightest real

insecurity to life or property paralyzes production. Even among the best meaning citizens there must be some authoritative tribunal to settle honest disputes. Government is rendered necessary not so much by the wickedness of men, which may in time abate, as by the permanent finiteness of their knowledge. Besides, nearly all nations have vital interests of a purely economic nature which only the public authority can administer.

A CHANGE ON THE ROAD.

THERE was something peculiar, or rather, out of the ordinary, about him. I noticed it at first the day Mr. Cleves, the agent, brought him up to the office and introduced him as "Mr. Johnson, the man who will take Hays' place."

I gave him a hasty glance as I arose from the table—a smooth shaved, well dressed, little man, of about forty-five. Something about him attracted my attention, but I was very busy and had little time to speculate.

I was chief operator in a relay office of a big Western railroad. There were usually three of us, but for three days the place the new man was to fill had been vacant, and "Cripps" and myself had been doing the work—"Cripps" was a little cripple fellow—of course, the title was a nickname—given him by the trainmen, with whom he was a general favorite. He was a good operator, very accurate, his work was satisfactory, and he was a splendid man to have in a case like the present, as he understood the work thoroughly.

We had only been doing the most important work, as it was a busy season, but even that had been too much for us, and we both felt relieved to know that we would have help.

I saw "Cripps" watching the new man with sly glances, for awhile—I'll admit, I did, too, as for that. But he settled down to work at once, and although he did not put on any fancy flourishes, he did good solid work, the kind that counts; and at seven o'clock, when the relief force came on duty, we had the business in much better shape than for several days.

"Cripps" and the new man formed a fast friendship from the first. They were together every night, after we were off duty. Another thing, which I remembered afterward, they returned to the office every night, and instead of setting around, telling jokes and exchanging experiences, they were always rummaging through the old messages and books in the office.

Matters ran along smoothly, in our department, for about a week; by that time we had all the wire business moving nicely.

But if the wire work was progressing nicely, it was certainly just the opposite with the rolling stock. Every day there was a wreck of some kind. It kept the wrecker rushing back and forth, from one end of the division to the other, with sometimes two or three calls at a time. A peculiar circumstance connected with these wrecks was that nobody was found to be at fault, or if any person was in fault, just who it was could not be ascertained; and out of a total of some fifty or more wrecks which had happened during the summer, some half a dozen brakemen and two or three section foremen were the only ones found at fault, and discharged.

Several times, too, Mr. Hall, the trainmaster, had believed he had found some conductors at fault, and even went so far as to discharge them; but in each instance Mr. Harvish, the Superintendent, had reinstated them at once. This had been repeated several times, until finally Mr. Hall had discharged a conductor, named Benson, a big, strapping, red-faced fellow, who, it seemed, the Superintendent had a great regard for. They were often together, when off duty, or when out for pleasure, or recreation. What Mr. Harvish should find attractive in the company of such a coarse, overbearing man, was rather a mystery to all of us—but, come to think of it, Mr. Harvish's appearance and manner were not a very great improvement over Benson's. He was a low, heavy man, with a thick neck and repulsive features, and was never pleasant, except when in company with some of the superior officers of the line.

Mr. Hall had discharged Benson about a month before, which act had brought a storm about his ears from the Superintend-

ent, who had reinstated him. It was the last man he had tried to discharge, and his position had been made almost unbearable ever since.

Those who were acquainted with him, and who understood the situation, knew that he would not endure, for any length of time, the treatment which had been accorded him since then. They knew the Superintendent was "after his scalp," to use the trainmen's expression, and that Mr. Harvish would neglect no opportunity to make his position as unpleasant as possible. The employees unanimously sympathized with Mr. Hall. He was a capable railroad man, and had won their good will by acts of kindness. He had not neglected his work in any way, and, like the other employes of the division, I did not think he would long submit to the treatment accorded him by the Superintendent. The climax came sooner than I expected, however.

No. 73 was called to leave at five o'clock one afternoon, and Benson was booked as conductor. At four o'clock No. 6 came in from the south and Mr. Hall got off. In a short time Benson came into the office. The minute he stepped into the room it was plain to see he was intoxicated. His face was flushed, and the fumes of liquor were strong upon his breath; he did not notice Mr. Hall, but stepped over to "Cripps'" desk, and, throwing a message down upon it, he shouted with an oath:

"Send that, and be pretty quick about it!" Then, turning around, he kicked a chair over, and banging his big fist down on Johnson's table, said: "Tell that d—d dispatcher I don't want any layouts on this run, and if I get any I'll settle with him when I get in."

He was going ahead out of the office, when Mr. Hall stepped over and tapped him on the shoulder.

"I will not need you to take No. 73 out to-night, Benson."

He spoke in a low, clear tone, with a ring of decision in it, which meant business.

"You can report to my office to-morrow," he continued, as Benson stood eying him with amazement, and without replying. Benson's big neck swelled to twice its ordi-

nary size, his face flushed to a deep red, and finally he found his voice with an oath:

"I have an order from the Superintendent to take No. 73 out to-night, and I'll take her as certain as she goes."

"Not if No. 73 goes while I am trainmaster," came the low, firm response.

Mr. Hall turned to the caller and gave the necessary instructions for calling another conductor, while Benson staggered away, towards a saloon across the street, with an ugly look upon his coarse face. In a few minutes No. 7 came in from the north, and Mr. Harvish got off. Benson saw him, and in a few minutes they came into the office together.

"What is this I hear, Caller, about Mr. Benson not taking his run out this afternoon?" the superintendent asked, as he stepped over to the register desk.

"That is my order, Mr. Harvish," Mr. Hall said as he raised from a desk across the room, where he was writing, and came forward.

"Well, those kind of orders will not be recognized, and another thing, I am getting tired of your meddling with the train crews, and I do not intend to put up with it much longer."

The Superintendent's face wore a dark scowl as he spoke these words, and, turning, he roughly addressed the caller:

"Change Benson back to No. 73."

Mr. Hall's face had flushed crimson when the Superintendent first addressed him. He had not answered a word. But by the time Mr. Harvish had given the order to the caller he had regained control of himself.

"Mr. Harvish," he said, stepping forward, "I gave that order, and if I am trainmaster no drunken man shall go out as conductor on No. 73 to-night."

The words, and the clear, low tones of Mr. Hall's voice, appeared to stagger the Superintendent for a second, but the wild roar of Benson's, who was trying to push by him, to lay hands on Mr. Hall, brought him back to his position suddenly. Mr. Harvish had the reputation of being a dangerous man, when aroused; he grasped Benson by the collar, and slowly walked him out the door, then turned and came directly back to Mr. Hall. He had regained

control of himself, and the words he addressed to him were meant to be sarcastic.

"For fear that a drunken man should take No. 73 out to-night, and that your word of honor should be broken, you can consider your services as trainmaster at an end."

He said this with an ugly sneer upon his face, and turning short about, walked out. Passing the caller, he asked in a rough voice:

"I suppose you have made the change for No. 73?"

Mr. Hall had listened to the Superintendent with a white face, but had not ventured a word in reply, and as soon as he was gone, returned to the desk, where he had been writing when Mr. Harvish came in. There were some eight or ten employes about the room, and during the events which have just been related, all of us were more or less excited—all except Johnson, the new operator. Although he had watched every move, and heard every word spoken, he appeared to note everything in that cool business way which characterized all his work.

Mr. Hall left that night for the general manager's office. A message came, calling Johnson, also, and a man was sent to take his place. I did not get back to the office that night, but the next morning learned that No. 73 had wrecked about forty miles south, and a brakeman had been killed. A few days after that, and just before the end of the month, we received circulars over the road, saying that on the first of the incoming month the management would change, and that Mr. Hayward, a prominent official from an eastern railroad system, would take charge, as Vice-President and General Manager, and that the first thing he would go over the system and get acquainted with the officers of each division.

So, in a few days, I received a message from Mr. Harvish to bring the officers and meet the General Manager's train at the end of the Division—our office.

There was a big stir to get things ready, and when the day arrived Mr. Harvish and Mr. Benson (now Trainmaster Benson), came on No. 2 at 7 A. M. Mr. Harvish had put on his best humor for the occasion, while Benson strutted around the

office and yards, trying to assume an air of official dignity, which he did not possess.

Finally the official train pulled in, and the officers came filing into the office, some four or five directors, general passenger agent, superintendent of transportation and several others.

Mr. Harvish was in the lead, showing and explaining, when, who should step in with the last of the party, but Johnson.

The moment I saw him the truth of the situation flashed into my mind—he was the new Vice-President and General Manager, and had been on a real prospecting trip—when he had worked here several weeks before. Behind him came Mr. Hall, the discharged trainmaster. Harvish's countenance underwent many changes during the next few minutes after he was introduced to Mr. Hayward, while it was amusing to note the efforts of Benson to keep out of his way and sight. But it did not avail them anything; they were too late. In a few weeks a new superintendent was appointed; his name was Hall; there was also a new trainmaster. "Cripps" is now the general manager's private secretary. There are very few wrecks on the division now, and things are running smooth.

WILL R. JOYES.

ZEB WATKINS' NEW POSITION.

ZEB WATKINS was a plain, ordinary telegraph operator, such as can be found working nights on any railroad in the country. He had roamed from shore to shore, from the lakes to the gulf, looking for a better job, and failing to find one, became a genuine tramp telegrapher. At last he resolved to locate at Rocky Grove and work on the V. N. & P. B. road for a period of three months. Then, when the birds commenced to sing in the trees, he would be far from the inquisitive inhabitants of Rocky Grove. When Zeb arrived at Rocky Grove he found the station agent very sullen, morose and forlorn; also uncommunicative, with a look of sadness on his weary brow.

Old Dink Johnson, the horse trader, had died, and the funeral was to be held as soon as the coffin arrived from the nearest city, and was expected on any train. In-

deed, the whole town was in mourning, for old Dink had been the life of the community for years, with his quaint sayings and odd swaps. Dink would trade in anything, from a rabbit's foot to a second-handed pulpit, and invariably got the best of the bargain. Rocky Grove's living character had passed away. The gap would not be refilled and the townsmen were ready to pay homage to their respected citizen. After the agent had instructed Zeb as to the running of the trains, the time table, etc., he directed him to Widow Brown's, who kept the best boarding-house in the town, and dispensed her food most reasonably. The agent then went home and left Zeb to keep lonely vigil. Zeb immediately drew the settee up to the telegraph table, removed his coat and shoes and stretched himself. Pretty soon the train dispatcher, calling "RO," aroused Zeb from his slumbers. "I, I, "RO," responded Zeb, who received the following message: "Train No. 199 will stop at Rocky Grove to leave coffin for the late Mr. Johnson." Zeb immediately felt as though his time was fast approaching, when he himself would meet his doom, and sat and meditated where and when his demise would occur. Would his death leave the community in mourning or in mirth? Was his shiftless life of any use to anyone but himself? 'Twas true, he had guarded property on the rail and had saved many a wreck by his alertness, but those things had now passed as if too commonplace to need a second thought. Had his folks forgotten him? Were they dead or living? What had become of the companions of his youth? Were they, too, rovers, or settled down in life? Thus he lay, thinking and pondering, when the sharp blast of the engine's whistle brought him to his senses, and the train that bore the coffin soon to hold sacred the last remains of poor old Dink Johnson came to a standstill. The conductor and baggage-master soon deposited the coffin on the depot floor, the conductor waved his lantern and the iron horse sped away carrying its load of human freight to meet friends or relatives to transact business and keep the commercial world in motion. Zeb had slept on every kind of a couch imaginable, from a lowly cot to a high-backed, old-fashioned country bed, but never in a coffin.

He broke from his meditation and laughed. Yes, he would do it. He crawled into the coffin, where he found his first bed of roses. It was a gruesome joke, but Zeb was equal to it. Nothing could ever phase a hardened rover like him, and he resolved nothing ever should. Crawling into the coffin and laying on the soft lining was to his weary bones like a hungry outcast getting a ten-dollar gold piece without work. There he lay in calm repose, as innocent looking as a life convict and as harmless as a policeman. Slumber came all unannounced and carried Zeb to dreamland. He did not hear a team draw up to the depot door, and two lusty youths and an old man enter, but such was the fact, and their strong arms soon lifted the coffin, which contained the frail frame of Zeb, into the wagon. The sight of the sad receptacle of the body of their relative brought tears to their eyes and sorrow to their hearts; their grief was deep-seated and sincere, and those brawny arms never noticed the extra weight of Zeb's small, slight frame sleeping the sleep of the just, in the dark, grim bed of his choice. The rattle of the wagon over the rough country road never woke Zeb to his full senses, although he noticed the jarring, but he was accustomed to that. Why shouldn't he be? He had ridden over the Cumberland Mountains in an empty box car many a time, and often over the Rockies in the caboose of a friendly freight conductor, and the ride over a common country road reminded him of his childhood days, when in the cradle at his mother's knee he was rocked to sleep. Then the low rumbling of a freight train was heard, followed by the sharp whistle of the engineer for the telegraph operator's signal. Then came the whistle for brakes, which brought Zeb to his senses, for even in his slumbers his mind was attentive to his duty. The train was stopping at his station; he never realized what was about to happen, but sprang up, all thoughts upon his employer's welfare. He realized he was in a wagon being conveyed, without his knowledge or consent. "What are you thick-headed 'rubes' doing?" he yelled as loud as he could, as he squirmed and struggled to get from his now uncomfortable position. The hair stood up straight on the heads of the old man and the two youths.

their tongues clove to the roof of their mouths. Then fear lent speed to their legs, and away they went, over hill and dale, screaming as they ran. They had never experienced anything like this before. The coffin and Zeb landed in the mud by the roadside, and away sped the terrified horse across the fields. Zeb got himself out of his mess of shattered glass and broken coffin as best he could. He was little but brave. Then he scampered back to the depot, only to get a round of oaths such as a delayed freight crew only can give. Zeb realized the inevitable was about to happen. What that inevitable was going to be Zeb was at loss to know. But it happened the very next day, like this:

Zeb Watkins, Debtor.

One horse, broken leg	\$ 100 00
One new harness	10 00
One new coffin.....	50 00
Repairs to wagon.....	10 00
Medical assistance	25 00
Total	\$ 195 00

Zeb calmly viewed the bill presented. He felt sorry for the result of his wanton carelessness, but his nervous system withstood the shock. He had been presented with bills before, however, the agent handed him a letter which jarred the marrow of his bones. It read:

"Zeb Watkins, Operator: Your services are no longer required. G. E. Jones, superintendent."

MOSSBACK MOAN.

FAINTING TELEGRAPHER SAVES MANY LIVES.

WITH his head whirling and his strength fast leaving him, from the effects of chloral administered by two men whom he had befriended, Lawrence Hanan, an operator at the Big Mountain Signal Tower, on the Philadelphia & Reading Railway, saved the north-bound Philadelphia express from wreck and robbery. Unknown to the two men who had drugged him, he crawled to the switch levers, and just before the train dashed by turned the bar they had moved wrong and gave the express a clear track. Then he fainted.

The hundred constables and Coal and Iron police, who were immediately placed

on the trail of the men, have captured two men giving their names as Edward Smith and Charles Hughes, of Brooklyn, N. Y. They were unable to give satisfactory accounts of themselves, but were afterward released, Hanan and his companion being unable to identify them as the would-be wreckers.

The Big Mountain Tower is about a mile from the outskirts of Shamokin, and is in a lonely, dangerous place. From this point the switches by which cars are sent to various collieries about the neighborhood are controlled.

Hanan, a young man, is the night operator, and last night when he went on duty Thomas Horan, an intimate friend, went with him to bear him company. There is little work to be done at night. Probably a half dozen coal trains are sidetracked. The principal duty of the operator is to see that the passenger trains have clear tracks.

When the north-bound Philadelphia express arrived at Excelsior last night, Robert Smith, the operator at point, called up the Big Mountain Tower by telegraph, and was surprised and worried not to receive an answering click. But as the Big Mountain Tower is not a regular reporting station, the express was allowed to go. However, Smith spoke of his fears to Joseph Elliott, the engineer of a switch engine which was at the station, and suggested that he take a run up the line to see what the matter could be.

Elliott and William E. Dalzell, his fireman, found Hanan and Horan insensible, and the room of the tower turned topsy turvy. Horan was on the floor, almost naked, and Hanan lay across the switch levers. Chairs and tables were overturned, drawers had been pulled out and ransacked, and some of the lights had been tampered with.

The two men were brought to Shamokin on the engine, and for five hours surgeons tried to revive them. They were found to be suffering from "knock-out drops" and nearly dead. They revived enough to tell of their experience at 6 o'clock the next morning.

According to Hanan, ten minutes before the express was due two well-dressed strangers entered the tower and asked politely

for some matches. They were accommodated, and in turn offered chewing tobacco. Hanan and Horan each took a mouthful, but immediately spat it out. It tasted very bitter. The strangers laughed at this, and one of them, going over to the water bucket, filled a cup and returned with it.

"Drink this," he suggested. "That will take the taste out of your mouth." Horan and Hanan did so, and the strangers, after wishing them a pleasant good night, left the tower.

Five minutes later Horan complained of dizziness, and fell to the floor in a deep sleep. Hanan felt a similar feeling at the same time, but managed to reach a chair. As he sat there, feeling his senses fast leaving him, the two strangers re-entered and at once went to work. One of them rushed to the switch board and at once threw over a lever which would ditch the express. That being done, he set the signal lights for "safety," and then both proceeded to rob the two operators and the room.

While they were doing this Hanan says he was hardly sensible, but suddenly the distant whistle of the fast approaching express was heard and it revived him. The thought of the great load of human freight hurled to death acted like a stimulant. At that moment the men who had been throwing things about ran out of the tower.

Hanan tried to rise to his feet to get the lever, but his muscles refused to act. To his brain the distance of a few feet had been lengthened to miles. Failing in that, he slid to the floor and started to crawl. At almost every inch his head would fall and the room would whirl about. But the roar and rattle of the oncoming train would bring him back, and he would try it once more.

Nearer and nearer he crawled, and just as the train was there he had managed to raise his locked hands to the lever, and, throwing all his weight down, pulled the bar into place. With a shriek and rattle the engine and its lighted cars dashed by. Men, women and children were laughing and talking together there, unconscious that death had been beaten in a race for them by less than a second.—*From the Philadelphia North American.*

Woman's World

ANOTHER ONE-SIDED VIEW.

IT is rather early for another letter from this office, but two causes have brought it about, and I must beg your forbearance. Our editor's threat that the "Woman's World" would be extinguished by natural causes gave me a scare, and I want to do my part toward preventing such a catastrophe. I was also afraid that something might occur to prevent my setting myself right on several points, evidently misunderstood by Mrs. Lavenberg.

When I saw the title of the good sister's article, "From All Points Viewed," hope sprang up within my heart that now at last we were going to hear from some one, who, having had experience in the different vocations of life, was able to give us arguments on all sides of the questions involved. I read the article, and the more I read the more dismay I felt. Could it be that I had voiced such sentiments as the good lady implied that I had? I certainly thought my meaning was made clear, and must attribute the wrong impressions conveyed to my faulty English.

To make sure that I did not say certain things I carefully examined the "Protest" in the April TELEGRAPH. There I found that one of the first things I did was to pay my respects to the peaceful home life, placing it first and above every other position; yet the sister solemnly and with emphasis assures us that all men are not drunkards, the race of good men and women not extinct, etc. Forbid that one should think that so dreadful a condition could exist. I certainly do not, nor did I intend to convey such a thought. I know homes where happiness and affection reign supreme, and I cannot imagine a happier existence. I do maintain, however, that these homes are in the minority. Having brothers of my own and having had a father, whose memory

I honor, I could not tolerate the thought that all men are vicious and bad. But I do assert that the toleration of evil among men by society has brought things to such a state that there are not nearly so many good men as there are good women. Do not think, now, that I am claiming perfection for womankind, for such is not my meaning. We fall far short of the mark. I know only too well.

If society demanded the same standard of morality from men that it does from women the evil would be greatly remedied, however, and things more nearly equalized. But just so long as we condone the sins of men, simply because they are members of the stronger sex, just so long will sin flourish. As one writer puts it, "Men have no occasion to mend their manners, since their wives do not expect it of them."

There was an article in THE TELEGRAPH several months ago, by a brother, telling his experience in the profession, his wanderings hither and thither, as fancy led, begging, borrowing, stealing rides on box cars from city to city, quitting good positions where he was making a respectable living, too, all for sheer love of change. In conclusion he gave a remedy to young men, which he believed had cured him permanently, to "fall in love with a good, pure woman." How long shall such things be?

A man spends the best part of his life, when he should be preparing himself for the duties of life, in roaming around the world with no ambition but to change; then brings his wrecked, worthless self and lays it at the feet of "a good, pure woman," asking her to make of him what he should have made of himself. Girls, it is not your duty to sacrifice yourselves for such lives. Help them up, do for them what you can to make them respect themselves,

but do not let them appropriate your lives to patch up their own wrecked character.

It seems that I am considered guilty of narrowness. I confess I am anxious to see these broad lines narrowed; they need it. Christ said: "Wide is the gate and broad is the way that leadeth to destruction," but "Strait is the gate and narrow is the way that leadeth unto life."

Please do not place me on record as one who endorses the "Nation crusade." My English was at fault there. I should have said, perhaps, that there would be no *opportunity*, instead of no *occasion*, for such a proceeding. While I believe the saloon men got their just dues, I do not approve of unlawful, incendiary methods of righting wrongs. Had that deluded woman attempted to talk in my school-room as she talked to the school children in Topeka, she would have speedily heard my sentiments. However, I fear that you are beginning at the top, when you would have her reform her own sex first. Not the majority of women do wrong from choice.

There is little patience in my makeup for the woman who voluntarily neglects her home and family for any cause. Those who attend "mothers' meetings" and "child study meetings" while their poor, neglected little ones are on the streets and in whatever company they choose, are surely mistaken in their ideas of duty. I knew a minister's wife who very rarely attended missionary or other meetings, saying her little children needed her. Sensible woman! I wish all could see that duty as clearly.

Contentment is a good thing in one way, yet all progress has arisen from discontent. The advice to disabuse our minds of the idea that we are down-trodden or unjustly treated, and to cease our struggle for "imaginary rights," reminds me of what an official of the S. R. told ex-President Powell when he was asking for redress of imaginary (?) wrongs. This official said:

"We want no firebrand business; no talk with the men about being down-trodden or ill-treated, etc." Why not add: "No expression of your individual opinions; no freedom of speech, not even freedom of thought. Nothing, in short, that will be uncomfortable for us. Just be good now

and trust to us. We know better than you what you want and what you need."

Would an intelligent man listen with patience to such stuff? Pray grant to us all the right to individual opinion, which you say should be respected.

With regard to the name "scab," I must own that I consider it a vulgar name. It certainly does not sound well, and I have never applied it in a personal way. But for some reason, unknown to myself, this name has been chosen to designate a class of people that unfortunately exists. I saw a definition in the February TELEGRAPHER of this name: "A scab is to his trade what a traitor is to his country." The word is in common use, and is, therefore, lawful, as custom makes law. I cannot find any other word that would convey the meaning, so what can I do? "Thief" isn't a pretty name, either, but if one steals, what good does it do to gloss it over and call a thief by a prettier name?

It is not my desire to be maliciously personal, but if a question is to be handled at all in argument, one must occasionally refer to what has been said by another, in a personal way, or else leave out the subject of one's sentences, which certainly leaves an obscure meaning. I have no objection at all to personal criticisms. If all who read THE TELEGRAPHER, and all who write for it, were of one opinion, we would have a very dull magazine, instead of one of the brightest labor journals published.

Sometimes I wish it were not wrong to close the eyes to all that is unpleasant and disagreeable in the world, to simply let it all go. We all know people who do that; there are too many of them. It is our duty to work for right and truth in every line.

Just one more exception to state now to Sister Lavenberg's article. Why are they "men's positions"? If we show that we can fill them as well and as faithfully, and if we need them as badly, what makes them belong to men?

Now, methinks, in the background, looking over the sister's shoulders, I see her "better half" giving a little advice here and there as to what she should write. It has the real style of the "profesh," does that letter. That is just a guess, but isn't it a good one?

Sister, let us repeat in concert:

"O wad some power the giftie gie us,

To see oursel's as ithers see us."

Our May TELEGRAPHER shows that Bro. Box Car Bill left us in spite of our entreaties to the contrary. On the whole, I am rather glad, for his travels are so novel, and his descriptions so entertaining that I should not like to miss them. Like "Oliver Twist," we call for "more."


Can we not hear from other sisters? If your views are not mine, you will always find me ready for argument, and always ready to own myself in the wrong when convinced.

"With charity for all and malice toward none,"

I sign myself,

Dot.

THE MARK OF THE BEAST.

 SHORT time ago I read an article in one of our daily papers which made me feel righteously indignant against the persons who were so inhuman in their views of organized labor. The article was "Labor Unions Denounced." The denunciation came from a body of ministers of the Gospel. Why, it never entered my mind that Christian people would or could oppose the labor unions. I believe so long as selfishness predominates as it does in the large majority of capitalists that the labor union, governed by wise and noble men, with laws that are right and just, is the laboring man's only hope. One of the ministers went so far as to say or call the sign of the labor union "The mark of the beast." To me it is a burning shame for a minister of the gospel of Christ, who was ever the friend of the common people and a laborer Himself, to utter such a denunciation as that.

I was glad to learn we were not without friends in that assembly, as some of the friends spoke very warmly in our favor. One accusation brought against labor unions was that they did not leave a free field for labor, and that they held their meetings on Sunday. As to the first, there is always room at the top for any thorough-going man, in any field of labor. The lagging man

is where he puts himself, *i. e.*, near the bottom rung of the ladder. As to Sunday meetings, held for any purpose other than religious, it is a violation of God's law, and I cannot believe any good can come from not keeping holy, as far as possible, the day set apart by God for our spiritual uplift and our physical rest. I regret that seven of our O. R. T. divisions have Sunday meetings. Could it not be avoided? I for one cannot see why they should not be held some other day in the week besides the Sabbath. I wish the sisters who are interested in the welfare of those divisions would see if that is necessary, and if not, do all in their power to prevent those Sunday meetings. Mrs. Lavenberg, in May number, is right, according to my ideas of reform. Give us true, noble, right-living women in our homes, and our work of reformation will be complete. If a woman cannot sway the scepter of right and justice in her own home, how can she reform the large world outside? Our rights, *i. e.*, women's rights, cannot be gained at the polls. I am sorry to read of the way the labor measure was treated by the Senate and the House of Representatives of Pennsylvania. Isn't that what the laboring class of people need and can only obtain through earnest efforts of wise and efficient men, *i. e.*, the enactment of laws which will protect them and their interests? I don't like even the thought of a strike. I don't believe any other woman does, either. The capitalist has laws to protect him, and it seems to me that is the hope of the laboring people, too.

Any laboring man who votes for some man just because he represents the party that that man and his father before him voted for, regardless of what the representative's standard of right may be, that very same laboring man ought to be led around by the ear until he learns to vote for the man who is every inch a man, regardless of the party he represents. We would have better laws if there were more intelligent voters and fewer who could be bought with a slap on the back and a drink set up around the corner. Wouldn't it be a good thing to avoid those politicians who are out of sight and hearing after the election, until their future election demands

they go on their back-patting and promise-making rounds again?

We cannot do that unless we know a little concerning our politicians. The minister who is quoted as having called the sign of labor unions "The mark of the beast" is further quoted as saying or wanting this quotation in a resolution they were preparing on labor unions, viz.: to denounce and condemn absolutely all labor unions. One minister is quoted as saying, "There are two distinct organizations, labor and capital," and this synod seems to be favoring the capitalists. We have organizations of capital, which destroy the sanctity of the Sabbath and oppress the poor. When we offer this resolution we should take the laboring class into consideration. We have both capitalists and laboring men in our church, and in the wording of this resolution we must give the laborer due consideration as well as the capitalist." We have many noble men and women on our side, and we should cultivate ourselves so that we become true men and women in the broadest sense. Let no member of a union think they are toiling for anything that would only help them financially, *i. e.*, give them a few more dollars per month.

What will you do with the dollars? Will they help you and yours to live a higher life, a broader, more beautiful life in every sense? May God forbid that labor unions should be in the future pernicious in their influence, but may we, in His strength, send out such men and women to make up these unions that they shall become the very opposite to that in their influence, and

it is the earnest wish of one who has the interest of the laboring class deep at heart that each member of any union, and especially our own, may be very careful not to be content with anything short of a complete life. It is said "every occupation is crowded with men who have stopped growing, men who have got into ruts, and cannot get out." Don't let us get into a rut, but always keep trying to live a higher and better and a more useful life; we will then merit what we get and be more apt to get what we merit. Someone has said, "'Tis preparation that wins the battle." The poet who gave us the following lines surely bears repetition in this:

"It is doing, not dreaming, that makes one
a man,
If the plan isn't followed, of what good is
the plan?
You may think till you seem, in your rap-
turous zeal,
To rise as if borne upon pinions, to feel
The stars sink beneath you, and, fanning
your face,
Elysian zephyrs surround you in space,
That will not advance you; no flame of de-
sire
Has ever sufficed to lift anyone higher,
But doing and doing, and doing again,
Though but little each day, yet each day all
one can—
With courage and patience, to God ever
true,
'Tis a wonder what wonders a person can
do.

BERTHA HOUSER.

Pittsburg, Pa.



Poetical

The Giant Labor.

A giant? Yes, with all a giant's force,
And all a giant's patience in its use.
With toil-bent form he takes his plodding course,
An object of coercion and abuse.
He never thinks his Titan strength to lose
On those who drive him; but reserves it all
To bear the world's great burdens; to produce
At the behest of his oppressors small.
He might be master, yet continues as a thrall.

He is a social outcast, being poor;
Too humbled to proclaim his real worth.
A sense of servitude he must endure
From those of wealth and so-called gentle birth;
And yet he makes the wealth of all the earth;
The palace builds, to beg before its gates;
He lives in want and suffers from the dearth
Of luxuries that he himself creates.
He meekly bears it all and blames it to the fates.

He makes the mountain yield her store of gold,
And yet its blessings are to him unknown;
He fills the land with bounties manifold,
Yet others reap the harvests he has sown.
He, through his toil and industry alone,
The wilderness into a garden turns,
Yet others take the fruitage for their own.
Greed beats him down and filches what he earns.
He feels it all, but still the lesson never learns.

The parasites feed always on his veins .
The vampire, Interest, must fill its maw,
While Rent and Profit, looking for their gains,
By night and day his life-blood ever draw.
He creeps unto his pallet made of straw,
Thus weakened and reduced to poverty.
He's bound and duped by fictions of the law,
But when his real friends would make him free,
He turns from them to kiss the hand of tyranny.

He is the Atlas bearing up the world.
When he at last grows conscious of his power,
The pigmies from his pathway shall be hurled
And his oppressors from his might shall cower.
Above the startled nations he shall tower
Like some Leviathan aroused from sleep.
There shall be justice then; and from that hour
The wages that he merits he shall keep,
The fields in which he sows, there shall he also
reap.

Sleep, if you can, secure in dreams of ease,
And follow up your greed and low desire,
O, creatures with your stolen luxuries,
Unmindful of a people's growing ire;
But know the God of Ninevah and Tyre.
Of Babylon and Rome reigns yet to-day;
And know your unjust system shall expire.
In some red night of ruin and dismay,
Across whose wake the dawn of ages shall grow
gray.

Goad not too far the giant. Think of him,
His service to mankind through all the years,
His slavery in ages past and dim,
His toil whose wages were but blood and tears.
Has he no claim that to your heart endears
His patient worth? Why crush him for your gain?
For know the hour of his redemption nears,
When all your tyranny shall be in vain.
The kingdom he creates, there shall he also reign.

—By J. A. Ridgerton.

Who is a Socialist?

Who is a Socialist? It is the man
Who strives to formulate or aid a plan
To better earth's conditions. It is he
Who, having ears to hear and eyes to see,
Is neither deaf nor blind when might, roughshod
Treads down the privileges and rights which
Means for all men the privilege to toil,
To breathe pure air, to till the fertile soil—
The right to live, to love, to woo, to wed—
And earn for hungry mouths their meed of bread.
The Socialist is he who claims no more
Than his own share from generous nature's store.
But *that* he asks, and asks, too, that no other
Shall claim the share of any weaker brother,
And brand him beggar in his own domain
To glut a mad, inordinate lust for gain.
The Socialist is one who holds the best
Of all God's gifts is toil—the second, rest.
He asks that all men learn the sweets of labor
And that no idler fatten on his neighbor.
That all men be allowed their share of leisure,
Nor thousands slave that one may seek his
pleasure.
Who on the Golden Rule shall dare insist—
Behold in him the modern Socialist.

— Ella Wheeler Wilcox.

The Muse of Labor.

I come, O heroes, to the world gone wrong;
I bring the hope of nations; and I bear
The warm first rush of rapture in my song,
The first faint light of morning in my hair.

I look upon the ages from a tower;
I am the Muse of the Fraternal State;
No hand can hold me from my crowning hour;
My song is Freedom and my step is Fate.

I have descended from Alcyone;
I am the Muse of Labor and of Mirth;
I come to break the chain of infamy
That Greed's blind hammers forge about the earth.

I have descended from the Hidden Place
To make dumb spirits speak and dead feet start;
I feel the wind of battles in my face,
I hear the song of nations in my heart.

I stand in Him, the Hero of the Cross,
To hurl down traitors that misspend his bread;
I touch the star of misery and loss,
To shake the kingdoms of the living dead.

I wear the flower of Christ for a crown;
I weigh the stars and give to each a name;
And through the hushed Eternity bend down
To strengthen gods and keep their souls from blame.

I come to overthrow the ancient wrong;
To let the joy of nations rise again;
I am Unselfish service, I am song,
I am the Hope that feeds the hearts of men.

I am the Vision in the world eclipse,
And where I pass the feet of Beauty burn;
And when I set the bugle to my lips,
The youth of work worn races will return.

I am Religion, and the church I build
Stands on the sacred flesh with passion packed;
In me the ancient gospels are fulfilled -
In me the symbol rises into Fact.

I am the maker of the People's bread,
I bear the little burdens of the day;
Yet in the Mystery of song I tread
The endless heavens and show the stars their way.

—Edwin Markham.

Said My Soul, "It is a Lie."

I looked from out the grating of my spirit's dun-
geon cell,
And I saw the life tide rolling with a sullen, angry
swell,
And the battleships were riding like leviathans in
pride,
And the cannon shots were raining on the stormy
human tide;
Then my soul looked up to God with a woe-be
clouded eye—
Said the world, "This is from heaven;" said my
soul, "It is a LIE!"

I looked from out the grating of my spirit's dun-
geon cell,
And a sound of mortal moaning on my reeling
senses fell;
And I heard the fall of lashes, and the clank of
iron chains,
And I saw where MEN were driven like dumb
cattle o'er the plains;
Then my soul in anguish wept, sending forth a
wailing cry—
Said the world, "This comes from heaven;" said
my soul, "It is a LIE!"

I looked out from the grating of my spirit's dun-
geon cell,
And I heard the solemn tolling of the malefactor's
knell;
And I saw a frowning gallows, reared aloft in
awful gloom,
And a thousand eyes were staring at a fellow's
horrid doom;
And a sound of cruel mirth on the wind was
rushing by—
Said the world, "This comes from heaven;" said
my soul, "It is a LIE!"

I looked out from the grating of my spirit's dun-
geon cell,
Where the harvest wealth was blooming over
smiling plains and dell;
And I saw a million paupers, with their faces in
the dust,
And I saw a million workers slay each other for
a crust.
Then I cried, "O God above! must Thy people
always die?"
Said the world, "This comes from heaven;" said
my soul, "It is a LIE!"

—Augustin J. H. Duganne.



FACE-TIOUS

Good Name For Them.

"Isn't it ridiculous to speak of 'shaving parlors' and 'dental parlors' and all the other 'parlors?'"

"Yes, especially 'dental parlors.' They should be called 'drawing rooms.'"—*Philadelphia Record*.

His Objection.

"The great actor objected to their taking his name from the drama programme and placing it on the list of burnt-cork stars."

"I wonder why."

"He said he didn't want to be blacklisted."—*Chicago News*.

The Proper Spirit.

First Doctor—I don't think it absolutely necessary to operate.

Second Doctor—But I told them it was.

"Oh, well, then, as a matter of professional courtesy, I, of course, shall stand by what you said."—*Life*.

The National Flower.

"It seems strange a fitting national flower can't be decided on."

"It certainly does. Now, what's the matter with the orange blossom? It stands for the union, and, when divorce is done away with, the union, one, and inseparable."—*Philadelphia Times*.

The Lunch Counter Stoop.

"I am not surprised the doctors have discovered that the lunch counter habit has brought in a peculiar hump on the shoulders."

"Well, what more does it show than that where men are bent on eating they incline to eat?"—*Philadelphia Times*.

Where He Can't Smoke.

Miss Lafin—What has become of Mr. Clay.

Mr. Rand—He has taken employment in a powder mill for six months.

Miss Lafin—How strange!

Mr. Rand—Not at all. He wished to break himself of smoking.

Fatal Process.

"Gazzam has been going without his breakfast for a month to reduce his flesh," said Twynn.

"With what effect?" asked Triplett.

"He is losing two pounds a week and is very much tickled over it."

"Well, if he keeps on at that rate he'll be tickled to death."

Careful Statement.

"Was this man Denis an entire stranger to you?" asked the cross-examining counsel of a witness in an important case.

"Sorr?" said the witness, whose stupid face was crossed with wrinkles of anxiety, for he had been warned to be cautious and exact in his answers.

The lawyer repeated his question.

"Well, no, sorr," said the witness, with a sudden gleam of enlightenment; "he couldn't be that, for he had but the wan arm, sorr; but he was a partial stranger, sorr. Oi'd niver seen him befoor."

Its Efficacy.

Dean Hole, of Rochester, England tells of a very innocent and gentle curate who went to a Yorkshire parish where the parishioners bred horses and sometimes raced them. He was asked to invite the prayers of the congregation for Lucy Grey. He

did so. They prayed three Sundays for Lucy Grey. On the fourth the clerk told the curate he need not do it any more.

"Why," said the curate, "is she dead?"

"No," said the clerk, "she's won the steeplechase."

The curate became quite a power in the parish.—*The Argonaut*.

A Slander.

Greene—They say that Senator Keener is on the make. They even go so far as to say that that new house of his was given him in payment for his vote.

Gray—It puts me all out of temper to hear such slanders! It is as far as possible from the truth! I know all about it. It was this way: Some people who were interested in a certain bill bet him that house that he would vote against the bill, and he didn't, and won the house. That was all there was about it. The idea of Keener's being open to bribery!—*Boston Transcript*.

The New Rabbit.

"Why, where did you come from, Uncle Jasper?" I said to the old darky who had sent the house girl in to tell me that he wanted to see me.

"I come f'um Decatur, Miss Alice," he said. "I got to Atlanta 'bout two hours ago, but I didn't 'low you wus ready to see nobody."

"Did you come on the train?" I asked.

"No, ma'am; dat I didn't. I come in on de rabbit."

"On what?"

"On de rabbit. You sholy done heerd er de new rabbit dey's got."

"Oh," I said, "you mean the rapid transit?"

"Yessum, de rabbit transhunt. Dat's whut I tol' you. She ain't de color er no rabbit"—bursting into a laugh—"but she sho do git ober de groun' lake one."—*Leslie's Weekly*.

Proper Rate of Payment.

"I would like," said the writer, "to prepare you a series of articles on 'How to Live on Ten Cents a Day.'"

"For a consideration, of course?" suggested the editor.

"Oh, certainly."

"You make your living by writing, I suppose?"

"Yes."

"And if you can make a living out of one series of articles so that anything else you sold would be clear profit, you would feel that you were doing pretty well, wouldn't you?"

"Naturally."

"Well, in those circumstances I might take the articles at your own valuation."

"My own valuation?"

"Yes—the cost of a living which you put at ten cents a day."—*Chicago Post*.

Strenuous Life in the Arctic.

A letterhead from Dawson, in the Yukon country, gives evidence of the strenuous life in the following artistic style:

Sour Dough Hotel, No. 1333 Icicle Avenue—Best House North of Mexico—First-Class in Every Particular.

Every known fluid, water excepted, sold at the bar.

Private entrance for ladies by ladder in the rear.

Rates: One ounce (\$10) per day. Special rates to ministers and the gambling "perfesh."

Indians and niggers charged double.

On each side of the letterhead are the house rules, as follows:

"Guests will be provided with breakfast and dinner, but must hustle their own lunch.

"Spiked boots must be removed at night.

"Dogs not allowed in the bunks.

"Candles and hot water charged extra.

"Towels changed weekly.

"Crap, chuckluck, studhorse poker and Black Jack games run by the management.

"Dogs bought and sold.

"Insect powder for sale at the bar."

Our Correspondents

"THE LAW OF DIFFUSION."

BY JOSE GROS.

IT HAS been recently proclaimed, by a very successful and semi-plutocratic weekly, that the three capital sins of our nation are gambling, drunkenness, and licentiousness. We may not excel any other nation in the two latter evils, but we do excel in the gambling evil, not necessarily that of petty gambling, the kind forbidden by human laws, punishable by them, but the kind which human laws invite, encourage, and make exceedingly profitable when carried on with sufficient means and shrewdness, behind the curtains of industrial combinations where the public eye is not allowed to see anything. And why are such combinations possible? Are they so in virtue of God's laws in nature? Let that question remain unanswered for a few moments, if it needs any answer, although it does not, for men willing or able to reason on a little higher level than a mollusk or an elephant. Just now we desire to call the attention of our readers to the grandest display the earth ever saw along the line of gambling house developments. The event took place a few weeks ago, in the middle of May, the first May in the Twentieth Century.

It is hardly necessary to say that it happened in New York City, where 13 men—a monk's dozen—managed to bag \$150,000,000 in 48 hours. The victims were a few thousand professional stock gamblers on a somewhat large scale, and perhaps 500,000 occasional small fry ones in the shape of disconsolate widows, despondent farmers, and similar form of our poor humanity scattered over hundreds of miles in all directions, crazy to multiply by 10 or 20, in a few hours, the few dollars painfully saved in

long years by pinching their bodies and souls of many of the needs of life without which we become living mummies. And we have so many millions of them, made by our glorious progress!

One hundred and fifty millions bagged by 13 men in 48 hours! In order to save that sum out of real production 1,000 men, the choicest workers to be found anywhere, with the best tools and best land and best executive ability (the ability that produces, not that which skins and robs the men who produce), would have to work 500 years. Even then those 1,000 workers would have to produce an average of \$2,000 per annum, about double the average production per family group in our nation, as calculated by our monopolists in our census estimates, which include considerable water in the shape of imagination or monopoly values. We allow to those choice workers \$1,500 annual expenses per family group, the minimum sanitary needs for body and mind, to-day under our social and climatic conditions. \$200 to face the wear and tear of all tools of production and furnishing all motive power for the tools to be at work under human exertion, and thus we have \$300 annual saving per family group, about three times what we manage to save to-day out of our supposed \$1,000 annual production. The census of 1900 makes that \$1,200 through an additional effort of our monopolist's "power of imagination." And under present industrial conditions, those \$150,000,000 can only be saved through the labor of 1,000 average family groups for 1,500 consecutive years, since we only save \$100 per annum out of our supposed production from each group of five human beings.

And what were those 13 men doing during those 48 hours when \$150,000,000, or

less, if you like, were transferred to them? Some were in Europe, traveling for their health; others were smoking costly cigars, also for their health, while sitting down in comfortable chairs in offices or parlors far off or close by that New York City den, or the Wall street there, the grandest lunatic asylum in the nation.

That gambling exhibition, with the minor ones taking place all the time here and there, are but the reflex of an industrial system by which about \$300,000,000 are every 24 hours during the whole year transferred, from the millions of people who produce, to the relatively few who produce not or give no equivalent in honest services for what they get, and apart from what they may receive, belonging to them, for any useful item they may happen to perform. Every other modern nation has a similar atrocity in its bosom, although that atrocity is more pronounced among us, in relation to wealth produced, and so in relation to the wealth that belongs to producers, representing what they need, since our needs are always equal to what we produce. The greater our physical or mental exertions the greater our needs.

And who is responsible for our gambling house civilization? Every one of us, more or less. Only our responsibility rises in proportion to our influence and social position. It is that influence and hence intelligence and wealth that give men the power to do good and hence the correlative power to do evil, in social relations most especially, just where evil is most fatal, just where good is most needed. The fact is, that all good is a negation as long as we fail to establish righteousness at the foundations of human existence. In the long run, all evil comes from legalized social dishonesty sanctioned by the best men, so-called, of the best nations. All men come with the "imprint" of the Father, and so with the power to become veritable archangels of glory, if only civilization allows them to develop right. We cannot logically claim to have good men as long as we have bad men. The existence of the latter prove that the former have kept all their goodness to themselves and failed to diffuse it since it was given them for diffusion. Diffusion is

the grandest law of life. Nothing of any value can exist but through the power of diffusion. All apparent concentrations of matter and force are but especial manifestations of the law of diffusion. Evil itself among the millions of people crushed into poverty and hard work can only come from evil diffused or concentrated, as you may like, among the few more or less at ease, with greater or less wealth, and hence more directly controlling the destinies of nations. Evil itself is but a relation between the degree of good we can do and the degree we neglect to do. We should never forget that in our estimates of what we owe to God and humanity.

For 60 long centuries have we now stuck to the swamps of that fetid, diabolical philosophy of how difficult it is for men to do the very simple things they were created for, viz., to accept as correct the natural laws of the universe into which we are dropped, for us to live a few years before we enter into the grander life. And how can we enjoy that grander life unless we commence to realize it here below? How infernally stupid is it then, for us, the supposed good fellows, to dwell on any goodness of our own because of this or that petty or big act of kindness, charity, etc., here and there, as long as we stop there and remain inert, practically as dead as the stumps of the forest, in all the essentials of our collective, social existence, placidly ignoring our many social evils, while promenading over the earth with rifle and gun, assuming that this or that group of men need to be converted to this or that truth, when we at home refuse point blank to realize any and all fundamental truth, refuse to suppress any of our deformities on the plea that we have already accomplished this, that, and something else. Just as if anything worth talking about was accomplished as long as monopoly and injustice, legalized by our own collective agreements, stands like a wall of flames between ourselves and the real brotherhood of men, between our nation and the eternal righteousness of God! Could that God, if He is a Father, and not a despot, could he have made it difficult for us to do simply what is right, what is in accord with the simple, eternal laws of his

universe? And to imagine that any of us can rise by a single atom in the orbit of goodness, above the lowest trash anywhere. as long as we stand by the Kingdom of Mammon, in forms silent or open, direct or indirect, in all the fundamentals of national life! And the worst is that the bulk of our influential chaps don't even know, or pretend not to know, anything about fundamental social evils among us. They can only see the fundamental social evils of nations away from us, or those of the weak races whose lands and wealth they covet. And perhaps that is the case with many among the poor and the lowly.

The latter sin through ignorance. The fine chaps sin in the midst of knowledge and power for good. Woe to them! Similar fellows were called generations of vipers by the patient and meek Jesus.

THE CONSPIRACY OF CAPITAL.

[CONTINUED FROM PAGE 559.]

THE EMPLOYER'S ARGUMENT.

The dramatic environment with which conspirators of old were wont to surround their gatherings when meeting to formulate their plots against dynasties, established governments and official power, was entirely lacking in this conference of the Trust Presidents. There were no secret chambers approached by dark and winding passages, no sentinel at the door, no password demanded. There was no obscure light from fitful, gleaming lamp, no masked and muffled figures, no ghastly tokens over which were whispered blood-curdling oaths of secrecy. And yet no conspiracy of history was ever more potent with tragedy than this.

Eighty million of people were to be assailed by a most ruthless and debasing power. A thousand bloody riots, the lurid fires of revolution, perpetual slavery for a mighty nation hung in the balance. If these men succeeded in their plans, the Republic itself would go down in the wreck of industrial hope and industrial freedom that would follow and popular government once more take its place in those silent halls of death whence but four short generations before it had been resurrected. But there was nothing in their manner or surroundings that

would indicate that they were plotters of such far-reaching treason to their government and people. The traitors of the nineteenth century had improved upon the methods of their ancient progenitors. They no longer skulked to midnight conclaves nor gathered by devious ways in dark and secret places, with hearts standing still and hands on sword at the sound of their own flaky footfalls. They no longer staked their lives on the success of their ventures. The most they staked now was money. Their methods were business methods. Their meeting places were on Boards of Trade, in Stock Exchanges, around directors' tables and in private business offices, such as are before us. In fact, there was no reason for them to skulk or be afraid. What they did, they did for the most part lawfully, at least not criminally. They could not go out with a club and beat their neighbor into captivity and make him their personal slave. They could not assemble warlike armaments against the people and government and "vis et armis" reduce them to subjection; but under the private and irresponsible control of great industries which the people permitted, they could effect the same results and none knew it better than the men who at the invitation of the presiding President, gathered themselves, about the long table at which he was standing, and seating themselves in the heavy leather-covered chairs which had been provided for their convenience, were ready to discuss the "important business" that brought them together.

"Gentlemen," said the Railway President, "it has been said that it is an impossible thing for as many as half a dozen Americans to meet together without organizing a society or company and electing a chairman and secretary. But I think we can best prove the rule in this instance by being the exception to it. In fact, it is a rule that needs a somewhat vigorous pruning. It stands for a habit that has gone to seed among the people and produced the very vicious result that a goodly portion of them who need to be put to work think, that if they can organize something or join some society or union or other that ease and plenty and nothing to do will be theirs ever after. And the commonest stick you meet believes

that he is just about the right timber for a manager of the whole business, and if he can't boss the job, he goes on a hopeless hunt for one that he can. That idea has spread to an incredible degree among our lower classes, among those fitted by nature to be only what they are—hewers of wood and drawers of water for those placed in authority over them. And rooted in a diseased desire to live without work, nourished by an evil educational system that gives them a smattering of knowledge above their station, and developed by political privileges which they are incompetent to exercise, it has created aspirations too big for their brains and unwarranted by the amount of grey matter therein contained, and has produced longings for things that the good of society and government and business requires should be kept out of their reach. To that same diseased desire to live without work, to the political privileges which the age presents, and to the educational system mentioned may be also attributed the great part of the socialistic movements and tendencies nowadays so unhappily common among that spawn of the nation, the proletariat, whose idea of socialism is infinite license, infinite leisure and spontaneous plenty, free meals, free beds and no labor. And they think all they have to do to bring about this delectable state is to organize something, or failing in that, which their lack of requisite intelligence and good faith makes certain, to seize upon that which the brains and energy of some one else has organized, and reap advantages not intended for such as they who have not the strength of character to use them properly, even if possessed justly. If they could effect their object and bring within their grasp the organizations and institutions and powers which they covet, they do not seem to realize that at the first touch of their ignorant and incompetent hands, those coveted things would crumble to nothingness or turn to bitter ashes like the fabled fruit of the Dead Sea.

"It is impossible for them to understand that civilization itself with all its grand and noble achievements depends upon the possession of its powers remaining with those who have been instrumental in evol-

ing them and who know how to wield them intelligently. They cannot believe it; and upon the fair form of that civilization therefore they dare to cast their lecherous eyes and to reach out for it in a lustful, unreasoning way like the freckled whelp of Sycorax for the beautiful Miranda. I can apprehend no higher duty for those who stand in positions of trust and responsibility than to use all the means within their power to strike down those covetous hands, to pluck out the vicious hope from the hearts of the misguided creatures who possess it and put them to work at something that their untutored minds can comprehend and their clumsy hands perform. It is imperatively demanded that all the civilizing agencies which we possess be united in a single purpose and a common effort to destroy the industrial heresies that are spreading among our laboring classes, making them idle, bold and impudent; and to inoculate them with healthful and correct views of their station in life and the duties that pertain to it. They are sadly in need of education along that line. They are great on organizing; but they have yet to learn that organization means organs which must perform the special functions for which they are created. They have yet to learn that hands must perform the work of hands; that feet must tread the dust and the mire, and that the essential and necessary, but meaner members cannot aspire to the functions of the higher and nobler. The working classes and the cranks and demagogues that incite to insubordination and rebellion at their lot, are very fond of referring to themselves as the bone and sinew of the nation, and so they are. But in the next breath perhaps you will hear them demanding that Brains abdicate forthwith and get off his throne and yield his functions up to them; as though the functions of Mind could ever be performed by Bone and Sinew, whose work must ever be essentially and grossly physical. Not only so, but unless that work is done humbly and obediently under the direction of some Master Mind, it will be ineffective and without value. The atoms of an organism go naturally where they belong. The Grey Matter cannot be kept out of the brain; and the

Bone and Sinew and horny substances cannot be kept in. If there are any among our laboring classes who belong among the nerves or in the cerebellum or cerebrum of the body politic, body industrial or body social, you may be sure that sooner or later they will be found there and royally welcomed; but those that don't, will not, for they must stay where nature placed them. These wholesome truths must be drilled into our people; and the work cannot be commenced too soon. It has been neglected so long already that it is going to require some genuine 'apostolic' blows and knocks to do it. The ignorant boast and false assertion that there are no classes in this country and should be none, has given our people a perverted notion of their individual importance. As a matter of fact, caste and class have always existed in every country; and our own democratic Republic has been and is no exception to that universal rule. It is true that in colonial and revolutionary times, when the nation was a mere collection of ganglionic settlements, the classes were likewise in a somewhat embryonic state; that is, the lines of demarcation were not so sharply defined as in the mother countries. But as the country became more populous and its industries were developed and diversified and organized, as power became centralized, as it must in all complex organisms, the classes became more and more differentiated, as was inevitable and necessary and right, until to-day the lines between them are as broad as can anywhere be found. In the wild ass days of our early republic, when the conquest of the frontier and the wilderness was the all-important matter, our laboring people in their semi-isolation and unconventional environment became imbued with the idea that caste was, and of right ought to be, dead. That erroneous idea and doctrine was handed down to their descendants; it became a provincialism, so to speak, an Americanism, if you please. It was promptly inoculated into every immigrant, wise or otherwise, who landed on our shores; and together with the free ballot, the free school, and the free homestead, became the object of the tenderest regard of every long-eared Bottom that enjoyed privileges so beyond his sta-

tion. It is with ill-grace, therefore, and sullen reluctance that the people yield to the inexorable law of heaven-ordained order that is forcing them to the level to which they belong, and that one by one will take from them those privileges which it is incompatible with the public good for them to possess."

A low murmur of approval ran round the table at this; and the president seeing that he was treading on solid ground, set his massive jaws a little harder and in the easy, conversational tone in which he had begun, proceeded:

"Gentlemen, however harsh and unfeeling it may sound to our democratic ears, the plain, unvarnished truth is that 'the powers that be' in the country must teach the laboring class their place and make them keep it. The growing evil of the times may be stated in one single word—insubordination; a word that very accurately describes the chronic condition and chronic ailment of our lower classes. With it comes that congenital horde of evil mental conditions—class envy, class jealousy, class prejudice, class hatred, and class antagonism, which we find agitating them, impairing their happiness and destroying their usefulness. Before deciding on measures looking to a correction of this state of affairs, it may be well to cast about for the causes that produced it. Besides those already incidentally glanced at, there is one which we, as business men, are especially competent to recognize and of which it is within our province to take judicial notice. Stated in a few words it is—superabundant prosperity. The cold fact is the American people have prospered beyond their mental and moral capacity to use what is paid into their hands. That statement would doubtless be received with open-eyed astonishment in some quarters I know, and be regarded as a *casus belli* by the so-called reformers; but to those in a position to review the situation intelligently, it will be accepted as a very common-place truth. It is quite the fashion of course, to parade the desperate poverty of the slums, the great number of the unemployed and the unequal fortunes of the rich and poor and then jump to the conclusion that labor is being robbed of its share by the

avaricious capitalists. Whereas, we know the fact to be that a century of high wages has induced in the people habits of life, desires of living and material longings and aspirations that are extravagantly beyond their means and station. We know the result has been that our laboring classes are extravagant, improvident, shiftless, high-headed and unwilling to perform the simple duties that devolve upon them. This is particularly true of later generations and especially applicable to those of the present day. To them, to have to labor is in itself a desperate grievance, work is a disgrace, and contentment with their lot, a crime. They go to their daily tasks like quarry slaves scourged to their dungeons, instead of with that healthful, breezy cheerfulness that constitutes true independence. They are unwilling to start as their fathers started; or to follow the trades that their fathers followed; or to live as their fathers lived. Their wages range from four to ten times in amount and from ten to twenty times in purchasing power above what their fathers and grandfathers gladly and thankfully received, and on which they reared large and healthful families; and yet these, their sons and daughters, are ground into the dust and robbed and reduced to serfdom by soulless capital! One hundred years ago, labor netted only thirty per cent of the value of its products; to-day its share is nearly sixty per cent. One hundred years ago the share that went to capital from productive industry was two-thirds greater than that which went to labor; to-day the share of capital is two-thirds less than that of labor. A few generations ago the farmer hauled his wheat from twenty to sixty miles in a rude wagon over unworked roads, sold it for thirty-five cents per bushel, and bought his wife a calico dress at thirty-five cents per yard. And though he spent the greater part of a week going and coming, yet he was contented and she was proud and happy. Just think what a howl would go up if the farmer to-day had to trade a bushel of wheat for a yard of calico, to say nothing of the trouble and expense of marketing. Yet in these times with all his labor-saving agricultural implements, he com-

plains of sixty-cent wheat and five-cent calico.

"In those good old days to eat 'white bread' was the synonym of luxury; tea, coffee, sugar, and store clothes were dreams of wealth. The cobbler came once a year and the shoes that he made must last until his coming again. The hand-loom furnished the men with home-spun suits of butternut jeans and the women with linsey dresses, thick and strong. The pine-knot and the rush-light were their astral lamps. Stoves were unknown, but instead the omnivorous fire-place blazed its wide-mouthed welcome and wasted sixty per cent of its heat up yawning, home-made chimneys. The dutch oven and the crane-swung pots and kettles were the kitchen ranges; deal boards their floors where they had any, and ax-hewn, hand-sawn planks, their lumber for houses and tables and doors. Glass was precious and so were nails and builders' tools; and yet wages were a shilling a day or at most 'two bits.' Were the people of those times ground into the dust? Were they oppressed? Were they howling about industrial slavery? On the contrary, they regarded themselves as the freest and most independent people on earth. They grew vigorous and strong on their coarse, but wholesome fare. They were content with their homely, but comfortable clothing and they lived happily in their rude and rudely furnished, but debt-free homes. Their luxuries were few; none, indeed, according to labor's standard to-day; but they had no sickly yearnings for more than they had. Their holidays were not many, but they enjoyed them. Their social life was far sweeter and more healthful than that of the disease-proud labor of to-day. Their morals were purer, their hearts lighter and cleaner, and their minds nobler. They were indeed less educated than our lower classes. but, God save the mark! when the popular education of our times is mentioned, with its surface gleanings of undigested facts, its distorted ideals of labor-life, its half-truths, its 'ologies, its sciences, its dead languages, its scientific training—all intended only for scholars and gentlemen and those with the means and leisure to pursue and understand them properly. If the working

people of a century ago had less of such education, they at least had more common sense. And they had that jewel, 'contentment with their station,' which the education of to-day is especially designed to destroy. They were willing to live their lives as God had cast them. They were willing to live within their means. They were willing to make the best of their opportunities, and the result was they prospered and were happy. They even saved a little from their scant wages, hoarded it, added a little to it and laid the foundation of many of the mighty fortunes of to-day. How is it with *our* working people? Are they content to be working people? Verily not. The stupidest bumpkin among them wants to be a gentleman, and his vulgar wife wants to be a lady; and their sons and daughters fairly yearn for those high estates which, to them, mean nothing more than fine clothes, plenty of money and nothing to do. Unfit to exercise the functions of higher stations, they refuse to conform to their own; and this is true throughout the whole range of industries. Every clod-hopping son of a farmer who has been unfortunate enough to get into a high school or so-called college, straitway wants to be a lawyer or other professional man. Every cigarette-smoking son of an artisan or mechanic, who has likewise been educated out of his class at public expense, wants to be what he can not be and do what he cannot do, and refuses to be or do anything else. Though incompetent and without experience, they all want to be officers the day they enlist. They scorn service in the ranks. Though burning with an unhappy desire to be above themselves, to be rich and live like the rich, none of them are willing to make an honest, intelligent, independent, individual effort to effect it. If they are forced down on to their proper level, as they inevitably are, they yield doggedly and resentfully. The trades and industries to-day are full of such people. Are they willing to live within their means? Not so; though their wages are ample, many times more in both amount and purchasing power than that on which their fathers prospered, yet these would-be aristocrats find them quite inadequate to their educated and growing wants. They must

live and dress in a style closely patterned after their betters. Their wives must be in the fashion. Bonnets and gowns and wraps must be *a la mode*, until it is difficult to detect the difference in dress between the mistress and maid, the wage-woman and her patroness. Their sons must dress and live like gentlemen, and their daughters must be *fin-de-siecle* in everything. Their houses must be of modern architecture and carpeted and curtained and furnished with plate-glass mirrors and *suites des chambres* until their fathers and grandfathers would stand agape at the luxury of their descendants. Their holidays must be passed up the river or down the bay or on the cross-country excursion. They make more in two months than their grandfathers did in twelve, and they save less in twelve months than those level-headed, class-satisfied old men did in two. Would they condescend to live as those men lived? Well, hardly. No deal tables, no batten doors, no ungrooved, unmatched bare floors for them. No grated meal, no dark, unbolted flour, no cobbled shoes, no tallow dips. The white bread dainty of their fathers has become their necessity, and likewise a hundred other luxuries of which their ancestors never dreamed. The honest Sunday jeans of the grandsire is the Sunday scorn of the grandson, and the grandmother's prideful calico is the granddaughters' cheapest dress. Are they prosperous? Not if their daily tale of industrial woe is believed. Nor would they be if their wages were quadrupled. Though they get a dollar or two dollars where their grandsires got but a shilling or 'two-bits,' though the shilling would not buy but a twentieth part of what the dollar will buy, and though the grandsire prospered, yet are they going up and down the land bemoaning the hardness of their lot that prevents them from being millionaires. While they have work their earnings are squandered in what, for them, is really riotous living; and when the dark days come they have saved nothing and the cry goes up that they are robbed, ill-used and no better than slaves. They join the ranks of the unemployed and, lacking energy, they become public charges. The condition of the laboring people of our country is but a verification of the proverb,

'Put a beggar on horseback and he will ride to the devil.' Starting with a vigorous ancestry, glad of the privilege to work, content with their station in life, following earnestly and proudly their respective trades and occupations, willing to live as their fathers had lived, to labor as their fathers had labored, giving proper reverence and respect to laws and customs, and social and political institutions, American labor through too abundant prosperity, too high wages, has degenerated into a progeny that is sadly lacking in those fine ancestral qualities. They have grown proud and conceited. They are ashamed of their station and that of their fathers. They strive to obliterate class distinctions. They try to escape from the trades and enter the professions without the ability to do either well. They yearn for something that will relieve them of the need of effort. They look to the government as our Indian wards look to the Great Father at Washington, and hope to effect through politics what can only be done by hard labor. Having wasted their opportunities and squandered their substance, like the prodigal son, they think of the flesh-pots of those who have prospered, and bold and impudent and unrepentant, they propose to return and demand another portion, and expect no less than that the provident and prosperous shall meet them afar off, put rings on their fingers and robes on their backs, and escort them with a brass band to the feast of the fatted calf.

"Gentlemen, I believe in holding fast to the lines of the old parable. And when they come, saying, 'I have sinned and am unworthy, and desire to be as one of thy hired servants,' then, but not 'till then will it be wise to consider the arrangements for the feast. In fact, until such an honest disposition is shown, I think it will be the part of wisdom to provide quite another reception for them.

CLINTON BANCROFT.

LA TELEGRAFO OPERADOR DE MEXICO.

En un poco tiempo Mexico voluntad ser un gran ferrocarril campana. Ferrocarril capitalista de los Estados Unidos haber restringar de los. Central Mexicano, Na-

cional Mexicano, Monterey, Mexicano Golfo, Mexicano Internacional y en un poco tiempo los, Kansas Ciudad, Orient, Ferrocarril voluntad ser completar. Esta voluntad requerir muchos un Operador. La Mexicano Telegrafo Operador voluntad ser en mos demandar, cierto. Asi la Mexicano operador estar obligado ser en posicion por necesitar la ferrocarril por concedar un justo salario. Esta poder ser cocido solo cerca organizacion.

Identificar usted mismo con la "Orden de los Ferrocarril Telegrafo Operador." "En la Union es fuerza" solo. Organizar. Organizar—Yo comprender moy poco Espanola y usted estar obligado perdonar todo mi equivocacion. Esta mi primero car-tos en la Espanola lengua. Yo esperanzo aqual una de mi Mexicano Hermanos voluntad permitir mi por entender desde ellos de medio de nuestro Jornal.

BUENOS DIAS.

Certificado Numero, 4606.

TYPE-WRITTEN TRAIN ORDERS.

I notice in the June number of THE RAILROAD TELEGRAPHER an article written by Mr. C. A. Parker, superintendent of telegraph, D. & R. G. R. R., on typewritten train orders.

For the benefit of the operators and all parties interested, please permit me to say that I have used a typewriter for seven years in copying train orders, with the most satisfactory results, both to the company and all concerned. I have always found the typewriter superior in every way for all kinds of telegraphic work, and think their adoption throughout the country would certainly be a great advancement over the pen and stylus. Many a time have I taken an order from the dispatcher when the time would be very close; several copies to be made, and the order long, and could handle same with the greatest of ease, both to myself, dispatcher, and trainmen. A greater number of copies can be made at the time the order is transmitted, and all copies be legible, while, with the stylus, after you get over nine copies, it is almost impossible to make them readable. I have worked in some of the heaviest train order stations between Brad-

ford Junction, Ohio, and Chicago, on the P. C. C. & St. L., and after a hard day's work would go home as fresh as I went to work in the morning. Then, again, as is very often the case, the dispatcher wishes to give some additional information in the way of a message to the train men, and these messages and orders can follow each other as rapidly as possible without crowding the operator in the least, an item which is appreciated by all dispatchers, to know that their orders and messages are being received in proper shape, regardless of the way they are being transmitted.

In conclusion, permit me to say that I would be very glad to see their universal adoption all over the country, as I am sure it would result in better services, better operators, and last, but not least, better pay.

W. T. ALLEN.

"TRAIN ORDERS TAKEN ON A TYPEWRITER."

I saw a piece in THE TELEGRAPHER last month regarding train orders taken on a typewriter, and thought I would put in a few words regarding this matter. I have been using a typewriter for about three years now, and I only wish I had had one when I first went in this business. I use a Jewett typewriter No. 4, and always copy all my train orders and messages on the machine, although I got an order from the chief dispatcher before taking train orders on the machine. I think a person that can use a typewriter is far ahead of the one using a pen. I can copy train orders or messages on machine as fast as any dispatcher or operator can send, though I most always copy three or four words back, in order to not make an error. My machine makes a good, plain, legible copy, and a person can take as many copies as he wishes. I enjoy taking orders on my machine, especially if it is a schedule, or a very long order. I have been using a typewriter so long that in fact can hardly copy any more with a pen or stylus, but I don't think a person should use a machine unless he fully understands it and can do it without making errors, especially in

taking train orders. Will be glad to hear from any of the members on this subject.

W. C. STUTLER,

Operator C. C. & St. L. Ry.
Stockwell, Ind.

FROM WASHINGTON, D. C. .

BY EVA M'DONALD VALESH.

COURT DECISIONS:—We have recently had quite a number of drastic court decisions against labor, so it is cheering to find that Judge Baker, of Omaha, Neb., declares that the ten-hour law applying to the labor of women in that state is constitutional, and will be thoroughly enforced.

In the cases of adverse decision there is not much need to worry. A certain class of judges are always about a half century behind the times, and their expression of opinion produces only a ripple on the surface of affairs. Perpetual injunctions are forgotten about as soon as they are made.

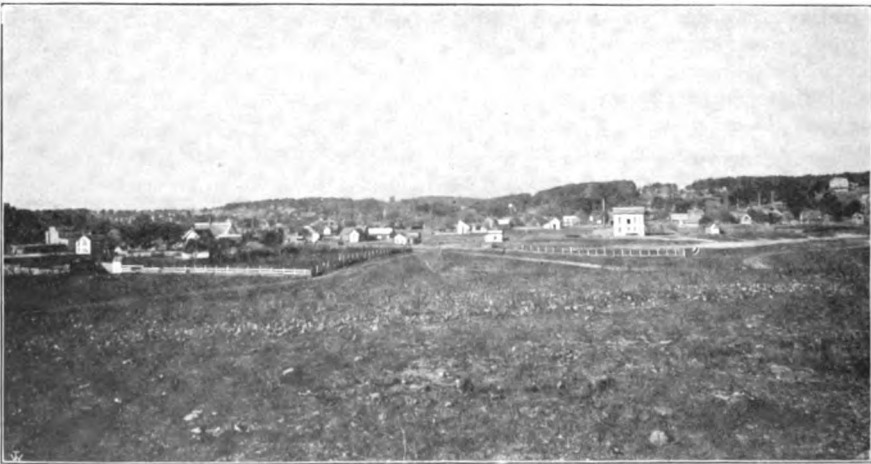
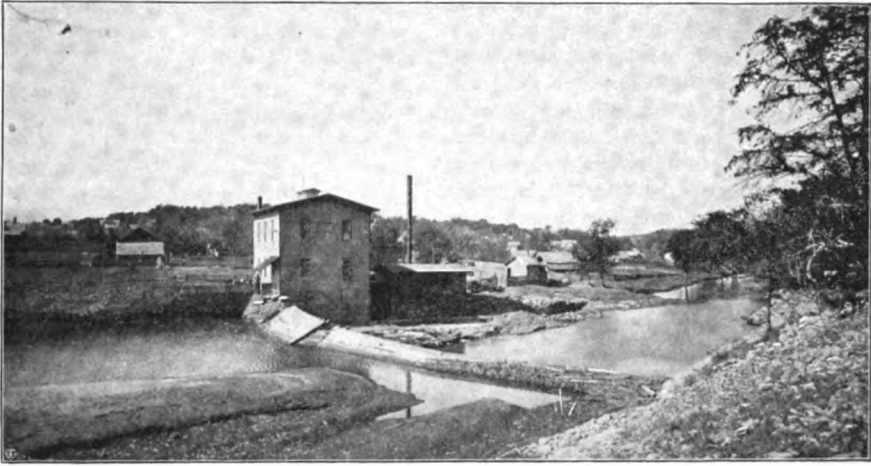
ON THE COAST:—It is difficult at this distance to understand the details in regard to the agitation on the Pacific coast, but this much is certain, organized labor is well organized there, and in good fighting trim.

Reports from trustworthy sources show that in one branch of trade after another the unions are obtaining marked concessions. The condition of the shipyards is serious, owing to the strike of machinists and molders, but sooner or later the contractors will have to give in, because they simply cannot obtain skilled men to take the places of those who have walked out.

A queer incident happened with the butchers. They had settled their differences with the retail proprietors, and everything was moving smoothly, when suddenly the wholesale dealers interfered and ordered the retailers to take union cards out of their windows.

This left the retailers between the devil and the deep, deep sea. If they obeyed the wholesalers they would be boycotted by their local patrons. If they kept the cards they would not be able to buy supplies.

Of course, it is unnecessary to point out that the wholesale dealers had no immediate interest in the matter. They have a trust, and were getting their prices. They simply interfered in what was none of their



SCENERY AT HARRISON, ARK.
Courtesy Frisco Line.

business for fear their own employes would catch the fever and organize. Now, let us hear those sermons about allowing a merchant to conduct his own business in his own way. This is the place to apply the advice and make the wholesale dealers realize the enormity of their offense.

How ABOUT THIS?—The employers in the metal trades, who got together in New York a few days ago, are furnishing the country a curious spectacle.

They deny the machinists the right to organize, but reserve that entirely to themselves.

They boast that they will get up a "defense" fund of half a million to be used in fighting the machinists.

It is openly declared that they will use the blacklist and every offensive means of warfare that has ever developed in the struggles between employers and men.

There isn't any need to worry about what the alleged organization of employers will do, for these two reasons:

In the first place, they represent only a small proportion of the employers.

In the second place, public sentiment will not back them in a savage warfare against skilled and intelligent workmen.

It will be remembered that the daily press has recently enunciated, with great vigor, the doctrine that labor has a perfect right to do what it chooses in the way of organizing, so long as it does not interfere with the employer in conducting his own business in his own way. That is, does not interfere with the importation of non-union labor.

The argument is unfair in essence, but assuming for the moment that it is all right, it certainly should apply to employers as well as to men.

It should now be in order to advise employers that they must not interfere with men who choose to go on strike because they do not get the nine-hour day.

These employers should be advised that it is perfectly proper for them to endeavor to fill the places of the strikers, but if they cannot do that peaceably they must either take back the strikers or let their works lie idle and rust in disuse.

This getting up of an employers' defense fund, and the use of the blacklist and

armed forces, is clearly in the way of disturbing the public peace, about which we hear so much.

Well, you won't find the newspapers giving the employers any such advice. I have carefully scanned the editorial columns of all the leading papers, and find that they emphatically endorse the aggressive attitude of the employers.

But then it is a little too much to expect even-handed justice. All classes of society have fallen into the habit of treating working people as a different and inferior sort of clay from other humanity, and thinking that it needs special sorts of advice.

It will really be interesting to see the employers trying to build up their union and endeavoring to carry out the anarchistic program which has been given to the public with such a flourish of trumpets.

Labor unions cannot be crushed. The intelligent employer knows it. The fact is, that a majority of even the employers at the New York meeting deplored the action of those who bade defiance to organized labor in such good-fashioned abusive terms.

Many of the employers who are supposed to belong to the association have already conceded the nine-hour day, and find that industrial peace is conducive to material prosperity for themselves as well as their workmen.

A PERPLEXED SINGLE TAXER.

W. E. Brokaw, in a "Reply to Critics," in the May TELEGRAPHER, informs its readers with characteristic modesty that he has "a decided advantage over both (his critics) in thoroughly understanding the socialist position, while neither of them, as their criticisms show, understand the equitist position."

A sufficient answer to this boast is the fact that Mr. Brokaw has not dared to answer, or even make an attempt to answer, the problem I placed before him in the March TELEGRAPHER. He completely ignored it, showing that he did not understand the socialist argument in regard to monopoly of machinery, or, understanding it, knew that it was unanswerable, and, therefore, ignored it. Assuming what is most probable, that Mr. Brokaw is merely

not informed, I shall restate the problem and give him a second chance to show his knowledge of the "socialist position."

Single taxers contend that land monopoly is the cause of the present unequal distribution of wealth; that rent of land absorbs all surplus wealth over a bare subsistence to the actual producer. The "sovereign remedy" proposed by Henry George was to make land "common property," but to do that he explained that "it is not necessary to confiscate the land, we can confiscate rent." Therefore, single taxers propose, in lieu of all other taxes, a tax on land values sufficient to absorb economic rent. Having made land common property by the state confiscation of economic rent, they hold that all forms of industry not in their nature "natural monopolies," i. e., monopolies requiring a franchise, might be left to the action of free competition. Natural monopolies they would socialize for the common benefit of all.

Socialists believe in the common ownership of all the means and instruments for the production and exchange of wealth. That is to say, while single taxers believe in the common ownership of land, and of natural monopolies, socialists believe in the common ownership of both land and capital; that is, in the land and wealth used to create more wealth. Land and wealth not so used to remain private property, as at present. It being understood that no rent, interest or profits could accrue to the private owner of land or wealth.

The single taxer contends that land, being then "fundamental monopoly" upon which all other monopolies rest, that if abolished other forms of injurious monopolies would be impossible; that under such conditions of "freedom" and "free competition," that monopoly of machinery would be impossible; that all having free access to natural resources, on equal terms, that every member of society could apply his labor to land and produce his own machinery, or work for those who had it, in either case obtaining the full product of their labor.

The socialist denies this point blank. He points to the fact that monopoly of capital is far more potent in the oppression of labor than the monopoly of land; that even

if land monopoly was abolished, the laborer would still remain in economic servitude to the private owners of the tools of production; that to be really "free" the laborer must not only own in common the land, but also the machinery of production and exchange.

The socialist admits that during the era of small production, when the worker, a shoemaker, for instance, owned and operated the tools of his trade, that the adoption of the single tax would have established, substantially, economic justice. But the change from the small system of production, by hand tools, to the use of complex and costly machinery propelled by steam or electric power, has divorced the worker from his tools and forced him into economic servitude to the capitalist owner of the machine. The socialist contends that as it is now impossible for every workman to own individually the modern instruments of production, he can only again get control of them by common ownership in them. That is to say, that as every weaver cannot own a factory of his own, he must either work for the capitalist owner at a competitive wage that never permanently exceeds the amount necessary to maintain the standard of living of the time and country, or he must own the factory and its machinery in common with all other workers. There is no other alternative.

To prove the soundness of the socialist position I offered in the March TELEGRAPHER a concrete illustration of what socialists mean by the private monopolization of machinery. My object was to show that even under the common ownership of land effected through the confiscation of economic rent, the private owners of capital would still be able to maintain economic supremacy; that the toolless worker would still be subject to the "iron law" of wages; that even on free land the man without capital could not compete successfully with the large capitalist. That no matter under what conditions of tenure land was held, large combination of capital would undersell and drive out of business their smaller competitors, no matter what the business or industry was, whether it was making shoes or raising wheat.

The illustration I used, and to which the attention of Mr. Brokaw was invited, was intended to illustrate the effect on industry and on the worker by the transition from the small to the large system of production. There is nothing fanciful in the picture. It represents the concrete facts in the industrial revolution of the nineteenth century. I assumed the single tax was in operation under the era of small production, say seventy-five years ago. Although, as a matter of fact, if I had assumed land to be so plentiful as to have no rental value whatever, it would not have altered in the least the force or point of my argument. In the illustration I assumed that one hundred shoemakers working at their individual benches, owning their own tools and the product of their labors, supplied the demand for shoes, from the sale or exchange of which they were enabled to maintain the average standing of living of their class. Machinery was invented which, propelled by steam power, made as many shoes with the labor of forty men as was formerly done by the one hundred hand-workers, and at such a reduction in cost as made competition by the latter impossible.

A shoe factory with the necessary machinery was started, forty of the hand-workers hired to work in the factory, the capitalist owner or owners of which proceeded to and did supply the demand for shoes.

It was asked what was to become of the sixty idle shoemakers who were displaced by the shoe factory. It was assumed that the believer in "free competition" would suggest starting an opposition factory. So another factory was started, but as the mere starting of a new factory does not increase the demand for shoes, forty men, whether in one or two factories, continued to supply the effective demand for shoes. Then a third factory was started by a chap with more money than brains, with the only result that it took twenty more men distributed in three factories to do the work formerly done in one factory. This system of wasteful "free competition" thus made necessary 50 per cent. more labor, and double the amount of capital, and double the area of land necessary for actual pro-

duction. This waste made necessary a large increase in the cost and price of shoes to pay interest on the unnecessary investment in land and capital. Then a competitive war or struggle took place between the three factories for the largest share of the business, with the result that, becoming tired of the competitive struggle, they formed a shoe trust, closed down two of the factories, discharged twenty of the men, and monopolized the shoe business, dividing among the stockholders the saving in rent, interest and wages effected through non-competitors and economical production. This left sixty idle shoemakers to hunt for jobs. But everywhere they applied for work they found that privately owned machinery had displaced workers in other trades.

Then they raised the cry of "back to the land," and leaving the over-crowded factories they struck out for the rich level prairies of Illinois, Iowa or Montana, and, taking up the best quality of land at a low rental, or at none at all—it doesn't matter which—they applied their labor direct to "natural resources," and commenced life anew. But along comes other chaps with good business heads and plenty of capital. Instead of taking up one hundred and sixty acres each, they took up 16,000 or 60,000 acres, paying the same rental, or more, as the others, and purchasing the best and most costly labor-saving machinery, proceeded to raise wheat and other cereals at one-half or one-third the cost of the smaller farmers. Thus doing in agriculture what had formerly been done in the shoe business, and for exactly the same reason, viz.: the private ownership of capital. For it will be obvious that while there is no legal prohibition against every man employing capital in production, in competition with others, there is an economic restriction that makes the investment of surplus capital unprofitable. That is to say, every farmer cannot own a bonanza farm, no more than every shoemaker can own a shoe factory. Only a very small number can profitably own bonanza farms or shoe factories; the great mass of workers must work for these few capitalists, and under such fierce competition for work that a bare subsistence is the most they can successfully demand.

Under socialism the bonanza farm, the shoe factory and all other forms of industry would be operated co-operatively by society as a whole. The introduction of machinery would displace no laborer. The only result would be to enable society to produce more wealth or reduce the hours of labor, or both.

This was the problem I presented to Mr. Brokaw, and which he entirely evaded. He prates glibly about the right of every man to the "full product of his labor," claiming that under socialism he would be denied that right. This is the shallowest nonsense, that even a single taxer should be ashamed of. Under modern methods of shoe-making it takes sixty-five different workers in a shoe factory to make a pair of shoes. How is the individual worker, under the present or a single tax regime, to ascertain or demand the "full product of his labor?" Would not the capitalist owner, under the single tax, buy labor in the competition market just as he does now, at its cost of subsistence and reproduction? If not, why not?

Mr. Brokaw says he is not opposed to "voluntary" co-operation, but is opposed to "compulsory" co-operation, *i. e.*, to socialism. He says that so long as one man was opposed to what he calls "compulsory co-operation" it would be unjust to deprive him of his right to individual production. Yet we are living under a system of compulsory political democracy. There isn't a titled King, Emperor or Czar in the country. Is this an unjust infringement of the political rights of those who prefer the rule of a King, Emperor or Czar? What would we say to one making such a complaint? Merely this, that the complainant could move to where the political conditions suited him better. Similarly, under a democratic administration of industry, the man who objects to riding on the people's railroad will not be compelled; he will be just as free to walk then as now. The same with the shoemaker. If he objects to the tyranny of working in the people's shoe factory, where eleven minutes' labor makes a pair of shoes, what will prevent him flocking by his lonely and spending a couple of days doing the work done in the factory in a few minutes? The price of the shoes

made by the factory is \$1.00; wages, say \$5.00 per day. Under such conditions, does Mr. Brokaw suppose there will be any idiots so in love with their "equal freedom" nonsense that he will be willing to work sixteen hours to earn \$1.00 by himself on a shoe bench when he could earn \$15.00 in the factory in the same time?

But it is really laughable to hear an individual whine about the sacred right of economic initiative, under free competition, when that right is already gone under the regime of concentrated wealth in trusts. In what way would the single tax affect the shoe trust? Would free trade stop it? Why, we are now selling shoes in foreign markets against a hostile tariff. Is the flour trust, the cotton-seed oil trust, the leather trust protected by a tariff?

Would "free access" to natural resources in the shape of copper mines enable the average miner to compete successfully with the large corporation controlling millions of capital, and the most costly and effective mining machinery? Could not the latter pay the individual miner twice the wages he could make applying "his labor direct" to natural resources, and still explant him out of two-thirds the value of his labor? If not, why not?

How about the telegraph monopoly, in which the readers of this journal are specially interested? Is the telegraph monopoly due to an exclusive charter from the government that forbids free competition? Or does the protective tariff (1) on domestic telegrams, by excluding the foreign product, cause the monopoly? Or is it due to land monopoly in the shape of private monopolization of all the land suitable for postholes that gives the Western Union a practical monopoly of the telegraph business?

Most of the stockholders in the telegraph monopoly wouldn't know a duplex machine from a side of sole leather. Does Mr. Brokaw believe that "equal freedom" of all in that business, or in any other, is best subserved by a system in which a few capitalists own but do not operate the machinery of production, or by a system in which the actual workers are also the actual owners of the machinery of production? Are the capitalist class, as such, any

more necessary for the production of capital than a land-owning class are for the production of land?

Those are practical questions that go to the very root of the economic problem. An economic theory that does not answer them satisfactorily and in accordance with social justice is a fraud. These questions cannot be answered by quoting Herbert Spencer or Adam Smith. No one now reads the "Wealth of Nations." A man who believed in private ownership of land is poor authority for a single taxer. Herbert Spencer is a discredited as well as a "perplexed" philosopher. His theories, no more than the single tax theory, is accepted by any man of national reputation as a political economist or statesman in any country in the world.

The single tax is a shallow theory. It offers no solution to the economic problem. It is only believed in by those too intellectually indolent to get beyond the platitudes of "Progress and Poverty." Those formerly single taxers, gifted with the critical faculty, are now in the ranks of the socialists. Might we urgently invite Bro. Brokaw to come in out of the wet?

W. H. STUART.

AS TO CORRESPONDENTS.

The frequent hints, suggestions and requests made by the editor of THE TELEGRAPHER in an effort to minimize or eliminate matter having no analogy whatever to the purposes for which it is published, having been almost entirely ignored or unnoticed, it is high time that something be said or done to allay the evil, which it certainly is in a good many instances.

THE TELEGRAPHER is the "official organ" of the Order of Railroad Telegraphers, the term, however, not implying that it is subject to the use or abuse of the official heads of the organization. It is the property of the order just the same as any other of its material possessions, and as such, each member, from the least to the greatest, having his proper share in its ownership, has a corresponding right to express himself on any subject through the medium of its columns, if of use or interest to the organization, or have printed therein information,

if of sufficient moment, concerning the order at large, or his division in particular; provided, that it is properly curtailed to meet the limitations of the magazine's capacity.

Any and all having this right, it will be seen by a mere mental glance that the thousands of intelligent people who constitute the order can easily supply a *quantum sufficit* of substantial subject matter without the editor having to expend time and patience in working his blue pencil, which he has to do most energetically, and which fact should set correspondents to thinking, and result in improving the quality and character of their contributions.

We should consider that THE TELEGRAPHER not only reaches the true and loyal members of our order and its friends, but that it undoubtedly falls into the hands of our avowed enemies, anxious to pounce upon anything on which they may hang adverse criticism and ridicule, either as to our methods or utterances. The former we fearlessly proclaim, but in the latter we can well be guided by good judgment, conservatism and intelligence, bulwarked by truth.

These facts should inspire each contributor or correspondent to submit articles such as can only redound to the credit of the cause, the writer, the editor and THE TELEGRAPHER itself, as the latter is the expressed embodiment of the social, economic and fraternal faith and principles of the organization, and should encompass only that which each member could at least define as being sensible, instructive or entertaining, and nothing that our enemies could sincerely ridicule or condemn.

It is not meant that every paragraph within the covers of THE TELEGRAPHER should teem with ponderous thought, suggestive only of "life's endless toil and endeavor," or that we be served nothing but the richest and rarest of intellectual sandwiches, hard for the ordinary mental stomach to digest.

THE TELEGRAPHER has space for subjects ranging from the grave to the gay, from thoughtful research to healthy humor—a modicum of each—but that space is wasted which is filled in with stuff of an inane and impotent character serving to waste

the efforts of skilled workmen, and good printers' ink, not to mention the cost in hard money and reputation, all necessitated by the fact that the editor, notwithstanding his experience in "censorship" and use of the blue pencil, is powerless to eradicate large quantities of pusillanimous poetry and puerile paragraphs without consigning the whole to the waste basket. This places the editor in a very unenviable plight—where he must possibly cause umbrage or let *THE TELEGRAPHER*, in his judgment, be offended. Therefore, it is the duty of every correspondent to refrain from submitting nonsensical matter which in many cases is no doubt inserted just to "fill up," when it is thought that the budget is a little short. Better leave it out. "Brevity is the soul of wit," and if, after having compiled our facts, items, solid remarks or humor, we are at a loss for further matter, right there is the time to get it in the hands of Uncle Sam for transportation to the editor. Thus, we will make room for all comers, and our journal will be better, brighter and healthier, commending itself to friend and vanquishing foe.

In a sense all who contribute to *THE TELEGRAPHER* are co-editors of the same, and it largely depends on the ability and good judgment we exercise when performing that function to make *THE TELEGRAPHER* the instrument for the moral, educational and fraternal good, for which it is designed, for which we will win the commendation of its readers and the gratitude of its real editor.

"SEMPER FIDELIS."

FROM OHIO.

According to the daily press, Chairman Dick, of Ohio, says the Republican party will now advocate government ownership of telegraphs and telephones. Also, that the Dominion of Canada intends to own the telegraphs and telephones in Canada. Mr. Dick says "Uncle Sam" can operate the telegraph lines and send messages for the people at 5 cents per message and make it pay at that price. Here is a clear case of the dominant politicians stealing a plank from the humble Social Democratic platform.

Speaking of socialism and referring to recent articles written by Bros. Brokaw, Miller *et al.*, quoting Herbert Spencer, etc., I do not see how these quotations can help the debate either for or against socialism.

Mr. Spencer's opinion does not alter the case any more than my opinion does. One-half of the brothers do not know who Herbert Spencer is, nor do they care, but they do know that they are now working very long hours, 365 days each year, for very little money, and I think that they should be very willing to accept ANY change that will tend to shorten their workday, increase their salaries and allow them a vacation each year with pay, as would be the case under government ownership.

There is no disputing this fact; even Republicans and Democrats will admit this to be true. This is what socialism means, what socialism is working for, viz.: fewer hours of labor, more money, more vacations, and, in short, the UNIVERSAL BROTHERHOOD OF MAN. Our leading citizens (i. e., politicians), say that to have the government employ you at good wages would be paternalism (for you, but not for him). I notice they are always eager and willing to accept government positions, and they even go so far as "bribery" to secure them. Note the case of Senator Clark spending \$100,000 to secure a seat in the United States Senate. The daily press is full of such cases.

If these government jobs are good for the wealthy class, why are they not also good for us? If government ownership of the articles of production and distribution would be of no benefit to the laboring class, why do the employing class, who control the government in this country, so bitterly oppose it? What will be of benefit to labor should be of benefit to the employer, but under the present system, if you benefit the laboring class it is at the expense of the employing class, or, vice versa, if you benefit the employing class, labor must suffer and pay for it. The interests of labor and capital are NOT identical. Capital wants cheap labor, while labor wants better wages. Socialism says each laborer is entitled to and should receive all he or she produces. Under the present system the laborer receives only one-

eighth of what he produces, the capitalist robbing labor of the other seven-eighths, according to United States statistics. Look at this question of government ownership of railroads and telegraphs from a personal standpoint. Say to yourself, Will I gain or lose by such a change? Look at it from your own side of the fence, not from the other side. It will be time enough to look at it from the other side when you are on the other side. When the employing

ship of railroads and telegraphs, because it will mean better wages, fewer hours of labor, annual vacations with pay, and permanent for us. Then, let us work for this end, by advocating government ownership at all times with everybody. Do not let the question die out for lack of interest, but keep it alive by getting up debates, writing articles about it to the daily press and to your Congressman, by talking about it to your neighbors, and by voting



NATURAL BRIDGE, HARRISON, ARK.
Courtesy Frisco Road.

classes are going to make any changes in their ways of doing business they do not say "Will this change hurt our employes?" but they say, "Will it make us more money and be of any benefit to us?" They do not care whether they hurt you or not; all they think of is themselves, so let us follow their example and try and change conditions so we will get the benefit, and let our present employers look out for themselves the same as they have always done. This is very plain, is it not, brothers? We, the telegraphers, want government owner-

for it at the ballot-box. Hoping the good day will come soon,

I am, yours,

CERT. No. 23.

SURE.

"Oh, that mine enemy had written a book."

It is exceedingly gratifying that the boys take advantage of the opportunity offered them to express their thoughts through the medium of THE TELEGRAPHER. It is an opportunity which they should seize and

appreciate and make the most of; but they should try to talk sense and discuss the subject, and not undertake to express their contempt for a brother who differs from them in thought or mode. A man is not a man until he can sink his prejudices, at least below the point of utterance, love his enemies, bless them that curse him, and do good unto them which despitefully use him. This is economic as well as charitable, and one of the great secrets of success.

The world of mentality is less rabid than it used to be. There is more love and charity than there used to be, and we know that our civilization is growing better and better, though slowly, very slowly, while there is very much improvement to be made. This we can get from history by comparisons of times and conditions, and can be easily seen by a broad and liberal mind, while on the other hand a narrow-minded, prejudiced being sees nothing but what is bad, and distorts even that into something worse.

From our experience with the correspondents of THE TELEGRAPHER, it has been conclusively proven that *some* (please note) desire nothing but that which feeds their prejudices or gratifies their narrowness. But from the fact that they persist in writing their narrow thoughts and expressing their *feelings* proves them to be progressive, for there can be no progress without movement, and so long as a mind will think there is hope, even if it does think wrong, but when a person will not think, they are dead to the world and a burden to it.

To repeat a former expression, the writer does not put himself one whit above any of the correspondents of THE TELEGRAPHER, but in answer to the remark that he must have an abundance of time to write, he desires to say that that guess was a good one. He has been fortunate to have been so situated as to be able to earn a living at leisure, though not a gambler, to have had access to one of the best equipped libraries in the States on economics, and to have had an ambition to excel, to read, study and learn, and for twenty-five years has made good use of his leisure moments, and has passed through every phase of mental development which one is bound to

pass through who does not get a college education in the beginning through some of our great universities. And if some of the correspondents of THE TELEGRAPHER would only devote their time to reading good standard literature instead of heaping contempt upon hard economies, as the writer himself once did, it would ^{fit} them better for the consummation of the very ideals which they have so much faith in.

The writer has never declared the ugly things which have been attributed to him, and the correspondents make sad mistakes in not reading carefully enough, in making garbled quotations, misinterpretations, not sifting out simple expressions, and weighing properly deeper economic expressions, and on the whole, endeavoring to make out something which was not meant. However, this is natural, when one does not assume a "subjective state," as the psychic doctors say. When we assume a prejudice against a man, a subject or a state, it is an easy matter to see everything that is bad, and take nothing out that is good, while on the other hand, if we assume everything to be all virtue, then we see nothing that is evil.

From the time of Adam Smith even to the present time true economics had been dubbed the "dismal science," and only the educated and the widely read see that there is anything in it but a lot of hard, dry nonsense, because it does not inspire them with the hopes of a near millenium.

The masses are not educated in economics and the whys and wherefores of things as they are, and it seems almost useless to write for them, for they read not, neither do they care to read. Should you care to go into any of the free libraries of Philadelphia you would see nearly two-thirds of the shelves filled with works of fiction, and the people crowded around them to pick out some "interesting" book, while around the shelves of works on science, history, travels, etc., you see few or none, and the books look as if they were never disturbed.

One of our good brothers in the June number of THE TELEGRAPHER refers to the March number, and undertakes to "show" us up as an idiot or back number. It looks as if he was either not up to date or that the editor has been short of copy for the

June number, and compelled the office goat to disgorge.

Another brother, who shows traces of becoming a sound thinker, and would most assuredly make an economist, proves that he has not thought deep enough upon what he has read, and surely that he has not followed the writer in what has been passing in *THE TELEGRAPHER*. To the illiberal, prejudiced or the one-idea man or woman, it is the sweetest and the most proper thing to "do up" your adversary without regard to how you do him up.

Nowhere has the writer said or intimated anything that implied that such conditions should be tolerated, as the cow-story manufactured on page 560 of the June number; on the contrary, the spirit, the meaning, the intent, and every expression has implied, and in some cases clearly stated, the exact opposite. Fence building is the very game every group and every individual is compelled to pursue, and it is the very doctrine that the writer wants incorporated in the principles of the O. R. T., if the Grand Division will ever get a move on it to give us an appropriate ritual. But there are too many who do not know what they want, and more who do not recognize the thing they do want when they see it. The O. R. T. is exactly like all other associations and organizations of the human race—there are too many pulls, and instead of pulling together every one is pulling some other way. Not that we mean for an instant that we should all give over to one man's pull, but there is a concerted action in the philosophy of psychology, and especially in social philosophy, where each individual remaining an individual acts with the whole, putting aside prejudice and selfishness, submitting to wisdom and securing the best that can be obtained.

And to begin our paragraph again. Nowhere has the writer advocated or intimated or said that any individual should lie down and allow himself to be covered with vermin and permit the rats to eat him. On the contrary, he has endeavored to show that the very life of man is forever threatened by the irrespecting, unrelenting, unsympathizing, cruel, harsh laws of nature itself, and that of necessity we are compelled to build fences for our pro-

tection and self-preservation. Some want and try hard to make us believe that the condition is imposed by society itself, or some group of that society, and there are millions of our race who are blind enough to believe it and devour with the appetite of a gormand all that is written by those who say it is so. They listen with itching ears to hear the strongest denunciations of society, and crown with laurels the man who says it and worship him as a hero.

Have we said enough on fence building? No; too much cannot be said; too much cannot be done. It is the success of every corporation, of every trust, of every labor organization, and of every individual. But when you build your fences you want to build them to the best of all concerned. Not to the best of a little circle, or to the advantage of a few to the exclusion of the many, but to the best interests of society as a whole. And this latter is just what socialism will not do. The *doctrine* of socialism is right, which is nothing more nor less than *HUMANITARIANISM*, and the same doctrine which was preached by Jesus Christ two thousand years ago. But the theory of socialism is wrong. There is nothing in history to substantiate it, and human nature itself is against it. If some of the correspondents of *THE TELEGRAPHER* want to make of themselves competent critics they want to dig deeper into history, and they want to know something about human nature. But it is the old story. When the boy was twenty, he knew it all; when he was thirty he did not know quite so much; when he was forty he thought he knew a little, and when he was fifty he found out how much he did not know.

Economic conditions govern, and they should govern, for that is the only path of progress that is safe, true and sure, and as for experimenting with socialism—the heavenly state—it is too costly to attempt; we had better wait a thousand years and evolve from the "barbarians" that we are to that angelic being that we must be to run a Socialistic Democracy.

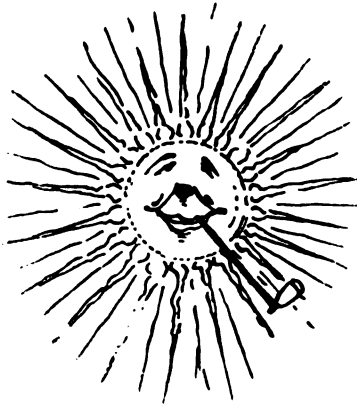
One word only as to a National Labor Insurance. There is nothing more socialistic, in the state or nation taking care of its aged by an insurance than there is in building almshouses, or supporting hos-

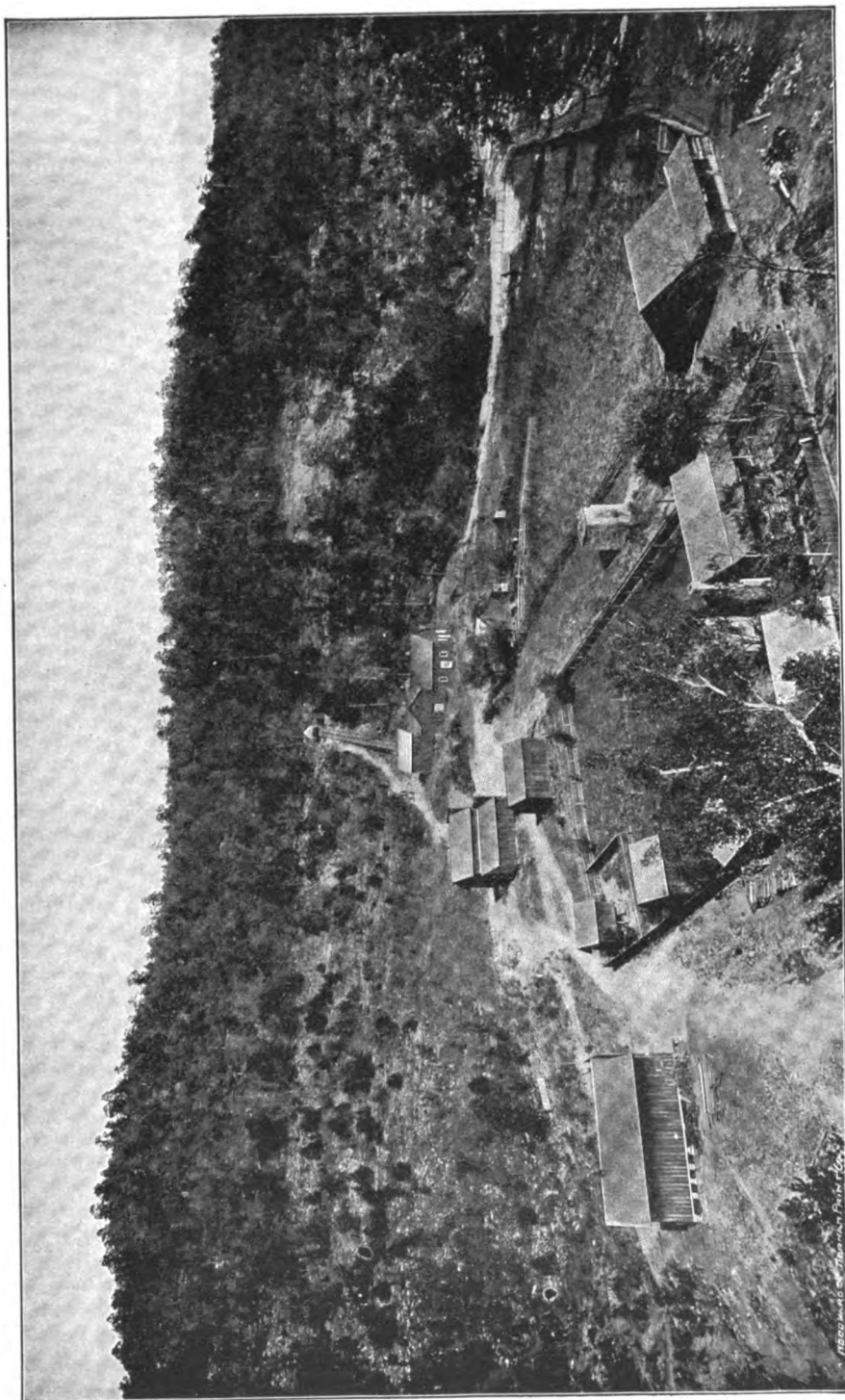
pitals and charitable institutions, or protecting society from criminals, or in the establishment of courts and trials by jury. But such a thing as the state providing a pension seems too small and insignificant a matter for socialists to comprehend or make efforts to establish. They want the whole hog. They want the jampot. They want the earth, and nothing short of it, and nothing else is worth dreaming about or working for. There are hundreds of insurance companies and insurance societies in the land today, and but few of them founded on scientific principles. They insure at least cost, and more times below cost. They can show figures demonstrating their soundness, and their agents can spin out lots of arguments on their soundness and efficiency, but history tells the story of hundreds of wrecks; still the tide rolls on and everything seems as merry as "Merry England." The rich, the well-to-do and the better off have their insur-

ance; they can pay sound rates and take insurance in the sound institutions, but the poor man, the wage-earner, the laborer, the bread winner takes what he can afford, and a wonderfully large majority take nothing, notwithstanding the least of the honest and industrious contribute towards the maintenance of society. Would it not be a good thing if the nation appreciated the builders of and contributors to the prosperity of society and have a regard for them at the time when they can no longer build or contribute?

"Yes," says the socialist, "give us the total value of all our products, and we will be able to take care of ourselves and do all that is necessary and required." Yes, you would. You would stop the wheels of progress, you would accumulate no wealth, and the society which now gives the efficiency would degenerate, and the last state of the man would be worse than the first.

S. W. HILLER.





MORNING STAR LEAD MINE, NEAR YELLEVILLE, ARK.
Courtesy Frisco Line.

FRATERNAL

Kansas City Southern Railway.

Having just completed a trip over the entire lines of this system, looking after the interests of the O. R. T., and endeavoring to inspire non-members with the spirit of unionism, I beg to state that our success has been most gratifying, and resulted in our writing thirty-eight new applications, and what few nons now remain are now deeply guessing. We found many who were already union men at heart, and only awaited an opportunity to identify themselves with the cause of the greatest and only organization which champions the cause of telegraphers.

At Cleveland we find Bro. W. K. Olmstead Agent and Bro. J. H. Boyls, owl, Bro. Olmstead recently having been transferred from the agency at Katy, relieving Bro. Cloonan, who is now temporarily on the extra list.

At West Line Bro. L. Kreshner.

At Lisle Mr. Kidney, an old O. R. T. man, but has fallen from grace.

At Drexel, Bro. H. E. Petty, a new convert, and a man who promises to make a whole team. Night man at Drexel O K and up to date, but have, unfortunately, forgotten his name.

At Merwin, Bro. D. E. Chambers, our genial and rustling Secretary and Treasurer, who is now on a temporary leave of absence visiting friends at Gentry, Ark.

At Amsterdam, Bro. E. T. Nickel.

At Amorette, Bro. A. G. Wyatte, assistant chairman Northern Division, O. R. T. to the backbone.

At Hume, Bro. E. L. Adams, a recent convert, holding a good position with the company, and will make a first-class man.

Night Opr. Hume, Miss Moran, promises to join us soon.

At Stotesbury we find Bro. P. H. Williams, our former S. & T.

At Richards, Bro. C. O. Williams, as loyal as they make them.

At Katy, Bro. Fred Box, recently promoted from night operator at Siloam Springs, Ark., to the agency at Katy.

At Swarts, Bro. G. S. Swarts.

At Oskaloosa, "BXX," an up-to-date brother, whose name we have lost.

At Burgess, Bro. W. H. Draper.

At Nelson, Bro. Robert Dickerson. Bobby is all right, too.

Pittsburg, Kan., S. O. Lucas, agent, good man, but has fallen from grace.

Pittsburg, I. H. Douglass, chief dispatcher, with Mr. Tilley Johnson. Korhn and Weldon as trick men.

Asbury, O. E. Raferty, agent. Up-to-date.

Gulfton, Mr. J. J. Petty fell from grace, but promises to return soon.

Joplin, J. W. Farley, agent, non-member, with Bro. T. P. Flaherty, day operator, and Bro. Daly, owl.

Neosho, Mr. E. Phelps, agent; Joe O. Byrne, cashier. Both good men, but have dropped out. Bro. L. M. Jones, day operator, and night man up-to-date, but have, unfortunately, lost his name.

Goodman, Bro. Edmiston, agent, and good man. Anderson, Bro. L. E. Higgs, agent.

At Lanagan we find our genial old friend, Bro. W. W. Thornburgh, who is known only by Friendship and Admiration, and is popular with all the boys. Notice of his marriage appears elsewhere in this issue.

At Noel, Bro. King, our former General Chairman, and a man whose whole soul is with us.

At Sulphur Springs, Mr. W. O. Campbell, behind in dues; good man, and will come back in line again soon.

At Gravette Mr. Hilbolt, agent. Good man, but behind in dues, with Bro. E. E. Bugher, a recent convert, as owl.

At Decatur we find Bro. W. F. Hines, always up-to-date, and one of the boys at all times.

At Gentry, Bro. Bickel, agent.

At Siloam Springs, Mr. G. R. Fretwill, agent; Bro. Southworth, day man, and chairman Northern Division, a hard worker and good man, any old place. Bro. Laird, night operator, and recently transferred from shops at "DW."

At Westville, I. T., we find Bro. J. I. Wentz, assistant chairman Northern Division, with Bro. Albert Hines as owl; both good men.

At Stilwell we find it solid O. R. T., with Bro. C. J. Bird agent, Bro. L. E. Arwood, day operator, and Bro. George Flaherty, as owl.

At Bunch, Mr. Friar.

At Salisaw, Mr. S. L. Platte, agent, with Miss Charlotte Hughs, owl, and up to date.

At Redland, Bro. Childs, agent, and a recent and willing convert.

At Spiro, we wrote up the whole force, Bro. J. K. Waters, agent. Bro. L. F. Stean, day operator, who is kept busy handling the repeaters. Bro. E. D. Graham, owl, and all first-class men, and who will be a credit to our little Division.

At Poteau we find three more good men, with Bro. McD. Caldwell, agent, Bro. Geo. Riley, day

operator, and Bro. J. T. Elwood, a new man among us, as owl.

At Heavener, Bro. D. L. Wentz.

At Thomasville both men have up-to-date cards, but have forgotten their names.

At Rich Mountain we find Bro. Robert Smith, agent, who is, by the way, our genial correspondent for the Northern Division, with Bro. H. O. Banta, nights.

At Mena "YD" office, Bro. W. A. Anderson, day operator, and a warm number, with Mr. Glosser, nights; good man, and will come in soon. "NA" Office, Western Union, held down by Mr. Hooper, who will not be able to resist the O. R. T. pressure, he is getting, much longer.

At Hatfield, which marks the first office on the Southern Division, we find Bro. J. M. Fishback, up-to-date.

At Cove, Bro. Pettijohn, up-to-date.

At Janssen, Bro. L. M. Jones, agent, and Bro. W. L. Paxton, nights, both men new members.

At Gramiss, Bro. Johnson, up-to-date, and a warm number.

At Gillham we find Bro. Wm. McNew, Agent, O. K. and Bro. C. W. Murphey, owl, both good men and always in line.

At De Queen, we wrote the whole force, and find Bro. S. T. Jones, Agent, Bros. J. G. Land and H. E. Rust, operators.

At Horatio we have Mr. Rice, Agent, an old-timer, behind in dues, and Bro. B. B. Norman, day operator, and Bro. C. J. Beachman, doing owl act.

At Winthrop, Mr. J. B. Curley, Agent, non-member. Go after him, boys.

At Allene we find Bro. J. T. De Shong, recent convert.

At Wilton, Bro. J. G. Stewart, Agent, with Bro. Wm. Hughs, night operator.

At Ashdown we find a regular O. R. T. hornet's nest, and woe to the non who falls into their toils. Bro. I. P. Chidsey, Agent, Bro. R. H. Ragan, day operator, and Bro. C. E. Nelson, nights.

At Hudson, Mr. W. A. Holden, an old O. R. T. man, but temporarily behind in dues. Good man, however, but much over-worked, and we hope the boys will see that he gets properly lined up.

At Ogden we found Bro. S. H. Young up-to-date.

At Texarkana, Trigg street office, we find Bro. Aikins, day operator, with Mr. Merchant, nights, and dead sore on O. R. T., account of some difficulty on the Cotton Belt Ry.

"UD" Office, Texarkana, both nons, but not get names.

At Bloomburg we have Bro. Daniel Crowe, good man, and up-to-date.

At Rodessa, Bro. W. H. Johnson, new convert.

At Myrtiss, Bro. Tollman, up-to-date, and says he is always going to keep that way.

At Vivian we find Bro. Postelle properly in line.

At Mooringsport we find our old friend, Bro. Harry Weston, Chairman Southern Division, and a man who has made life weary for many a non.

At Blanchard, Bro. White, Assistant Chairman Southern Division, up-to-date, and a good man.

At Shreveport, "J" Office, we have Mr. Woods, days, who is dead sore on the order, and Mr. N. B. Hulsey, nights, who promises faithfully to get in line soon.

At Frerison we find Mr. A. X. Henshaw, an old-time telegrapher, and good man, and says would get in line at once, but for the fact that he is getting along in years, and will shortly retire from railway service.

At Mansfield we found Bro. W. L. Ferguson, agent, with a Mr. Merchant, a Cotton Belt man, nights.

At Benson, Bro. Whittenberg, a warm number.

At Zwolle, Bro. J. M. Cummings, Assistant Chairman Southern Division, up-to-date and a hard worker.

At Many, Mr. Broach, days, in arrears, but promises sure to get back in line very soon, and Bro. T. A. Clark, nights.

At Fisher, Bro. P. M. Perkins.

At Orion, Mr. Jackson, agent, temporarily behind in dues, but says will line up payday.

At Hornbeck, Mr. E. P. Hunt, an old dispatcher, and member of the T. D. S. of A. Bro. W. E. Slyer, nights. First-class man, in every respect.

Leesville, Bro. B. B. Terry, agent, and one of the warmest propositions on the road. Bro. W. O. Ligon, Jr., nights.

At Neame we find Bro. W. D. McCaleb, agent, and a whole-souled fellow. Bro. James Graves, day operator, and one of the most cordial men we have had the pleasure to meet. Bro. L. J. Kilgore, nights.

At De Ridder, Mr. T. G. Franklin, who asked for blanks, and will doubtless be a full-fledged member soon.

At Bon Ami we find Bro. G. A. Hicks, agent, and a hot number.

At Singer, Mr. F. F. Thiebadeaux, who requested blanks to fill out, and said payday would let him in.

At E. L. & L. Junction we found Mr. H. S. Bridges, an old O. R. T. man, who asked for blanks, and payday will find him in line, sure.

At De Quincy we wrote the whole force. Bro. W. A. York, agent; Bro. F. A. Long, days, and Bro. H. C. Gamble, nights. Bro. Gamble is a professional lineman, as well as an operator, but switches over to telegraphing during the hot summer months.

At Ruliff we found Mr. Goss, who requested blanks, which were promptly furnished him, and we expect to count on him payday.

At Beaumont we have a brand new agent and day man, whose names we do not remember, and Bro. E. Emery, nights. The boys at Beaumont have a regular roast all the time since the big oil boom.

At Port Arthur we find Mr. L. W. Henderson, agent, and Bro. L. Henshaw, as operator, and it is a sight to watch him play ball with the "BM" Western Union office at Beaumont since the great oil excitement.

We should not fail to mention the matter of the appointment of Bro. J. E. Graves, of Shreveport, La., as correspondent for the Southern Division, who will arrange to write up the items every alternate month for *THE TELEGRAPHER*, and Bro. Smith, at Rich Mountain, Ark., will do likewise for the Northern Division. This arrangement was asked for by a number of prominent members on the Southern Division, and, accordingly, granted.

E. T. NICKEL.

Michigan Central Railway.

Canada Division—

Was as usual pleased with the makeup of *THE TELEGRAPHER* for June, which came to hand a few days ago. One feature worthy of note is that the "Woman's World Department" was well represented, no less than five ladies having contributed. It is encouraging to note that their interest in the welfare of *THE TELEGRAPHER* as well as of the Order which it represents, has not died out, although it did lately seem to be "languishing," but such a good showing was made in the June number that I will bespeak the continuance of this department, although our worthy editor and brother expressed his apprehension in the May number that it would have to be devoted to something else if not kept up by those for whose use it was intended. But so long as there are five such bright and interesting contributions for it, I am sure it will not be discontinued.

The spirit of organization and progress seems to permeate all classes of wage-earners throughout Canada and the United States, and presumably all other countries, and it is surely well that it is so, for capitalists are combining and forming trusts, the gigantic proportions of which have never been known before, and it is certainly wisdom for the wage-earners to prepare themselves to meet the aggression of these self-interested corporations, who care for nothing but their own aggrandizement. We hear much about the princely gifts of money a well-known manufacturer is making to charitable and other institutions, both in the United States and other countries as well, and this may all appear very good and philanthropic, but I would like to know how he always treated the thousands of his employees who produced his fabulous wealth, when they approached him with just demands for better conditions of labor or increased remuneration, of which they were worthy? Did he meet them in a spirit of fairness and justice, or was it with the murderous guns of the militia? Which? "Consistency is a jewel." I would rather have been the means of causing the sun to shine around and within those hundreds of humble homes, with an increased brilliancy in granting the reasonable requests of those men, than to have endowed colleges.

Business is good here at present. No trouble brewing that I have heard of. The boys have paid up their dues in a most business-like manner, so far as I have heard, but if any single

one has neglected it until now, I trust they will remit immediately. Do your duty, boys, and wait for results, which will be sure to follow, but if you neglect to pay your dues, and the membership dwindles down again to what it was only three or four months ago, I cannot promise you anything ahead to look for. With all due respect for our officials, let us see what they will give us for the asking.

Fraternally,

DIV. CORRESPONDENT.

From the Nickel Plate.

I notice the telegraphers on the Nickel Plate are very busy these days organizing, with the intention of securing a contract or schedule with this company. I understand they are arranging so that matters will come to a crisis at a time when the Pan-American business is at its heaviest, so that the company will give them better terms. I wish to enter a protest right here against all this, because we do not need a schedule on this road.

Methinks I hear some of the brothers say, why not? I will tell you why. In the first place, we have the most gentlemanly set of dispatchers that ever run trains. (I put this in because I always notice this is the way all the telegraphers speak of their dispatchers when they write them up in our journal, although I have yet to meet a dispatcher whom you could call gentlemanly on the wire, without stretching the truth), and who grant the operators along the line (whom they are personally acquainted with) all kinds of favors. We don't have anything to do with the switch lamps except to take them down each morning, fill and clean them and put them up each evening. Of course, we are on duty twelve long hours each day, but then we do not do anything except send and receive messages and reports, "OS." trains and sit close to the key, so we can answer the aforesaid gentlemanly dispatcher at the first call. That ain't work, you know. Some brothers are under the impression that it is too confining to sit right at the key 12 hours per day, seven days a week, and think they should get more money, but they are entirely wrong. If they want a little exercise they can get a pick, shovel and broom and go outside and keep the earth cleaned up for ten feet all around the office, as per our genial superintendent's new order. Of course, while you are shoveling, picking and sweeping outside, you cannot hear or answer the gentlemanly dispatcher when he wants you for a rush "weather report" or to ask you if a train is "cmg.," when it is not due for thirty minutes, but then, when you tell him that you have been outside doing the sectionmen's work, as ordered by the superintendent, he will excuse you, you know. When the gentlemanly dispatcher calls you two or three times before he gets you, and then when you answer up he will drum off the key a few times and wants to know "Wr u bn," that is only his pleasant way of

saying he is glad to see you again. And then, you know, the Chief Dispatcher says that his operators are all on duty until relieved, whether for 12, 24 or 36 hours at a time; that is none of the operator's business; he doesn't get paid for overtime, so what difference does it make to him, anyway? He also says that none of his operators have a regular job; he can change them at any time he sees fit. Suppose you are buying yourself a home, and have it almost paid for, when along comes a letter from Mr. C. T. D. sending you to another part of the road, regardless of you or your family's feelings, where you will have to pay rent, besides keeping up the payments on your home, and you cannot figure on settling down there, either, because, about the time you get things in shape so you begin to feel at home, along comes another letter, and you are sent somewhere else to begin it all over again. This makes it very pleasant for the operators; it gives them a chance to get acquainted with the road, you know, and that will come in handy some day when they are promoted to train dispatcher. Some of you eternal kickers will say that they don't promote any of the old men to train dispatchers, that they only promote the youngest, but then you would kick if you were playing football.

Another thing you don't take into consideration is that the operators are receiving such small wages for the work they do that they are looked upon by the officials as a lot of boys, and are treated accordingly. Just think of a chief dispatcher telling a young man that he will never give him an office at his own home, for fear that Mr. Operator would spend his own twelve hours in running around with his relatives and friends instead of sleeping. The company would not dare to tell any other class of employes this, because the other employes would say that if they could not get work at home they did not want it at all, and if they were given a job at home, and did not attend to business, then the company had the privilege of discharging them, but they had a right to do as they pleased while off duty, and intended to protect that right. But, then, what is the use of writing this way? We are not all trainmen, thank God, but, fortunately for ourselves and families, we are intelligent telegraphers working with gentlemanly dispatchers under genial chief dispatchers and superintendents, and, of course, are very thankful to be allowed to loaf in the company's nice, beautiful offices every day or night, as the case may be, and just think of it, we get paid for it, too. No! we don't need or want a schedule on this road. Any brother can see from the above that our wise officials can use us to more advantage (to the company) without a schedule, so let us drop it, boys, before we go too far. More anon.

Yours fraternally,

SNOWBANK.

Seaboard Air Line Railway.

Bro. Connor (organizer) has just worked this Division, and we are proud to say succeeded in getting over 75 per cent. of the boys in line. I

will try to write the news, hoping that some brother on the Fifth Division, between Jacksonville and Tampa, and Fernandina and River Junction, will do likewise next month.

On this Division we have nine telegraph offices, with thirteen operators to do the work—ten O. R. T. men, three nons. This does not include operators at Savannah and Jacksonville; standing of operators at these places unknown.

At Ways we have Bro. Napier as agent and operator.

At Riceboro we have Bro. Fanning, days, and Bro. Miller doing the "owl" act.

Darien Junction, Bro. Kennedy, agent and operator, keeps things moving as they should.

At Townsend we find Bro. Simmons as agent and operator.

At Everett Junction, with the Southern Railway, we are informed that Mr. Rooney is agent. Bro. Newman, as chief clerk, is solid O. R. T. man. Two nons here, day and night man.

White Oak, Bro. Schreider stamps tickets and keeps things moving.

At Woodbine, we find Bro. Crawford, agent, all smiles and doing things up right. We are sorry to say that we have been unable to convert the night operator, but hope to be able to round him up before long.

Kingsland, next stop. Here we find Bro. Harris holding things down O. K.

At Yulee we are represented by Bro. Mulliken. Several nons here. Get after them, "N1," and run that bud of yours in line.

Now, boys, let us all take a deep interest in our Order, and everyone do his best to make this one of the best organized Divisions of the system. We hope some of the brothers on the G. & A., Columbia & Savannah and North of Columbia Divisions, will keep the ball rolling, and give us the news in full next month.

Div. Cor.

I think we are doing grand work on our new line. The Richmond District of the First Division of the S. A. L. has only been in operation for a little over a year, and I think if you will run your finger over the list I give lower down, you will find only a few nons. Boys, let us get to work on them and see if we cannot convert them. If we cannot do it any other way, we will have to send out another missionary like our good brother, Davis. Say, boys, was he not a warm member? When he started over our line there were only three or four O. R. T. men, and now he has made us solid with the exception of only a few. He was certainly the right man in the right place. Now, I will endeavor to write the boys up.

First, beginning with Brown street, Richmond, we have Bro. M. Foster, days.

"M" has just got him a new mill to copy messages for the superintendent. Have not learned the night man's name.

Bro. Bullard, at Manchester, agent and operator. "BD" is rather slow on the wire, but he is O. K. just the same.

At Cluster, we find Mr. W. C. Trueheart, agent and operator, who says he will join soon. No night man there.

Bro. Tucker, days, at Market street, Petersburg. "CA" is a good man and a faithful worker for the Order.

We find our good Bro. T. J. Goulder working the agency and copying "9a" at Dunlap street, Petersburg. Don't know the night man.

Bro. Morgan, agent and operator at Burgess, I think you have a rather lonesome time, don't you, "M?"

At Dinwiddie, Bro. C. F. Carlton reigns supreme. "CF" is another good worker for our interest. The S. A. L. can't afford a night man there.

Bro. W. J. Beale, agent and operator at Dewitt. "JO," you have my sympathy in your recent loss. Don't know the night man's name, but 13 is one of the boys.

At McKinney we find Bro. W. T. Carter, agent and operator.

Bro. J. R. Stainback, at Warfield, is agent and operator. I "13" "SK" has been trying to get married for the last two years, but it seems fate is against him.

At Cochran we find Bro. H. P. Dalton, days, and Bro. Williams doing the owl act.

At Grandy Bro. G. A. Bentley is agent and operator. He is like a chinch; he is small, but makes lots of disturbance.

At Skelton we find Mr. J. P. Campbell, who says he may come in after a while. Well, "X," we will live in hopes if we die in despair.

Bro. Carter, agent and operator at La Crosse, with a night man, whose name I do not know, but he is an Order man, though.

Bro. Hufham, agent and operator at Bracey.

Next comes Bro. Hazard, at Scott.

At Norlina, the terminal, we find three brothers, days, and two at night. Have not learned their names.

CERT. 6171.

Denver & Rio Grande Railway.

Second and Third Divisions—

Our last writeup of the Second and Third Divisions, got by Bro. Perham's goat, although he did chew the ends off some of the items.

Since writing the last time a great many changes have taken place, and will endeavor to give them, hoping they will also escape the goat.

Salida "RY" office, nights, closed, and Bro. F. L. Hall goes to Grand Junction.

Salida "S," night man. Bro. A. M. Johnson, "J," we understand there is an older man after your job.

Bro. F. B. Homan has returned to work at Brown's Canon, after an absence of about six weeks, which he spent visiting relatives and friends in the East.

Bro. Ed Haley lands at Buena Vista, nights.

Two new faces greeted us for awhile at Malta, Bros. Jackson and Vaughan having resigned, and sought new pastures. Bro. A. T. Ingman now

holds the day operator's chair, with Bro. Worth doing the night act.

Bro. C. W. Grubbs, now working nights at Leadville, relieving Bro. Brubaker, who takes Arkansas Valley Junction. Understand Bro. Brubaker is contemplating quitting the business to accept a clerical position with the passenger department.

Bro. J. F. Brown is now at Tennessee Pass, nights, the night office at Marshall Pass having been closed.

Bro. Reynolds, at Tennessee Pass, was ill and off duty for a few days last month, being relieved by J. A. Ray, who relieved Bro. Melvin at Granite a few days in the early part of June.

Bro. O. Sewell, night man at Pando, has taken a vacation of fifteen days, and his return to our midst is doubtful, Bro. Walters, from Red Cliff, relieving him.

Bro. E. D. Hoban has returned to Red Cliff, nights. He brings back with him one of Kansas City's fairest maids. "Ed," we wish you joy and prosperity for all the years of your future life. Please pass the cigars.

Minturn, day operator, Bro. W. R. Dickson; nights, Bro. Evans, from Carbondale.

A strange face at Avon, nights. He is a good brother, however, and welcome among us. Bro. G. H. Hall, recently at Avon, nights, has resigned and departed for Idaho. Good luck to you, "KN."

Bro. Byrn has returned to work, nights, at Wolcott, having been off on account of his wife's illness.

Bro. McGovern, from the First Division, nights, at Eagle, vice Bro. W. H. Allen, who is at present working for Veeder & MacFarlin, in Denver.

Bro. E. E. Ewing, at Shoshone, wanted to see some of the world, besides a large crack in the rocks, so he took a few days off and went to Denver to celebrate the Fourth of July in a patriotic manner.

Bro. G. H. Colson, at Glenwood, is the proud father of a ten-pound boy. "C" wears a thoughtful smile nowadays. Yes, Gus, we all smoke.

Carbondale, days, Bro. Smith, from Malta.

Bro. A. J. Hughes, at Aspen, claims to be catching extra large trout these days.

Third Division—

Ruby, office reopened, with Opr. E. M. Goodman, recently at Minturn, in charge. Ed, don't you think Bro. Goodman would look better in print?

Mear's Junction, Marshall Pass and Sargent, night offices closed.

We made two errors in our last writeup, which we will correct.

C. I. Lawrence is Agent at Crested Butte and Bro. D. H. Williams has gone to Olathe as Agent. Bro. Williams is off on a vacation at present, and rumor places him at Salt Lake City.

Ridgway, day operator, Bro. A. F. Maid.

Bro. A. Loehwing returns to Hooper, and Bro. F. J. Laben to Mosca. We thought Bro. Laben

had left us, but "he jest caint stay away from us, nobow."

Understand Crestone office will be opened soon.

Hoping some other brother will take an interest and write up the Fourth Division, will cut out for the present.

Yours in S. O. & D.,

SKEETER.

Pere Marquette System.

The current term has almost expired, and some of the telegraphers on this system have failed to square themselves. Among these are some who received the largest increases. Now, this is not as it should be, and there is no reason for failing to pay up, especially those who are drawing enough increase every month to pay dues for a year or more. If you had made the same investment and same returns through any other channel, you would pay up before you were asked. The new schedule is not yet completed, your committee having been compelled to leave Detroit before they were able to conclude the issue. The twelve-hour clause was the stumbling block, and required a great deal of attention. The committee will meet at Detroit again in the very near future, and will stay until everything is satisfactorily settled. Indications now point to an adjustment before this will appear in print. As every telegrapher on the system will be benefited, there is no reason why any should fail to pay dues for coming six months soon as notice is received.

Bro. H. H. Landry, who has been in Saginaw for several weeks, has again returned to the D. S. S. & A., where he is employed as dispatcher.

Bro. E. N. Halcomb, of "SF," Saginaw, has been in training for some time, and having organized a ball team, challenges any team in the state (under 14 years of age.)

The wife of Bro. Denison, our General Chairman, who has been dangerously ill for some time, is reported as improving slowly. It is to be hoped that she will speedily recover.

Bro. W. S. Nicholson has returned to duties as agent, Monroe, after a few weeks' vacation. He was relieved by ex-Bro. C. F. Bates, who is now in Saginaw freight office.

DIVISION CORRESPONDENT.

Camden Division, No. 84.

Amboy Division—

I am very sorry our Division correspondent did not do his duty last month, but the poor boy is in love, and will have to be excused this time.

We are getting new members every meeting, and in a short time will have the Division solid (we hope).

When will the "wait 'till next payday" bluff get played out? You hams, shake your brains and get a new excuse.

Bro. Woetz, of Beverly, who has been on the shelf with a "bum leg," is again rushing the boys.

We were pleased to get an application for a transfer from Division 44, in favor of Bro. Eby.

Our new By-Laws are the most compact and complete in the East. Thanks to brothers of Nos. 4 and 30.

The *North American* of Philadelphia at one time published an account about the low wages paid by the P. & R. R. R. They should send a man over to investigate the Amboy Division of the P. R. R., which pays as low, if not lower, wages (to operators), than the P. & R.

We hope the brothers from Philadelphia have not forgotten us. We miss you, brothers. Don't leave us. What's the matter with having a little feed, or a smoker?

We "13" Bros. Hutteringer and Weaver, of "FK," will go in the superintendent's office this summer.

This is the month to pay your dues for the coming six months. Several of the boys have come up already. Don't be the last.

Owing to a little difference between our superintendent and some of our operators, four of the best agents and four assistants resigned. Their places have all been filled, and those resigning have secured employment elsewhere.

One of the many who came to Camden to catch the cool breezes (we suppose) is Mr. Harry Smith, of Division 30. He looks quite neat in his shirtwaist attire. We hope some of our naughty girls won't run off with him.

Bro. Hartman is now located in his new quarters, and he takes great pride in showing his friends around. He is located in the package-room, Camden Terminal.

Brothers, we want a good meeting next month, and would like all to be present, as we have election of officers. The W. J. & S. R. R. boys, as well as the P. & R. boys, should be there.

We have changed our meetings, and now only have one a month—third Monday of each month.

I merely send these few notes for fear our Division correspondent will fail to send any.

Yours,

MAGGIE.

Norfolk & Western Railway.

Scioto Valley Division—

I don't see why it is we never see anything in THE TELEGRAPHER from the "Tadpole" end of the Division. Simply because we are envired among the hills, is no reason why we should let the boys on other Divisions think we have gone out of business. I do not pose for a scribe, but if no one else will represent us, I will sling a little ink in behalf of this Division.

This Division is now in a very prosperous condition. We are becoming pretty well organized. Too much cannot be said of Bro. Kirchnier, from the Norfolk Division, who traveled over our pike last April and did noble work for the Order. The "nons" were very numerous until "Kirch" came and carried the day. By the time "Kirch" got through talking the most hardened "nons" were glad to pay the price and stand up for the Order.

As nothing has been heard from the "Tad" for some time, it may be of interest to take a glance over the line and see how the land lies.

At "WM," Williamson, we find Bro. Stevenson, days, and Opr. Vaughn, nights, who, we hear, is polishing up some college graduates in Morse.

At "QF," Nolan, we find Opr. Bowers, days, and Miss Watts, nights. Have not learned whether Mr. Bowers is O. R. T. or not. He is a new man, but seems to be O. K.

Sister "FW" is with us, however.

It is with much regret we note the death of the former agent, Mr. McNamara, a few weeks ago. He was liked by all.

At "NS," Naugatuck, we find Opr. Bowman, agent and operator. He is one of the boys who went out in the strike on the Southern.

At "CG," Canterbury, Opr. Geancy, days, and Johnston, nights.

At "DT," Hale, Oprs. Gentry, days, and Beannatt, nights.

At "HM," Dingess, we find Agent Watts and Opr. Brabbin, days, and Chapman, nights.

At the block office, "UA," Trace, Opr. Laughlin, days, and Beaty, nights. Wonder where Bro. "C" has gone.

At "WI," Wilsondale, Opr. Clardy, days, and Ritz, night operator. We hear they were Bro. Kirchmier's victims.

At "DW," Denlow, Bro. Hardy, our assistant chairman, days, and Mr. Bush, nights. Both stanch O. R. T.

At "GW," Radnor, we run across Bro. McCap-pin, relief agent, who is relieving Agent Lebold for a few days, and Opr. Hedrick, nights.

At "MI," Wayne, we find "strictly business" in shape of Agent Messer, while Opr. Tennill works night.

We must stop a little while at "DS," Laoulette, to greet our Chairman, Bro. Davenport, and congratulate him on the advent of his first-born O. R. T. boy. A better man could not be found for our chairman than Bro. Davenport, and he is liked by all. He is the right man in the right place. Opr. Osborne, night owl.

At "BC," Buffalo Creek, Opr. Hawkes.

At "KX," Kenova Yard, Opr. Kirk, days, and Sultz, nights.

Now, this is the end of Tadpole. Let us hear from some one on the Valley.

CERT. 444.

A Tribute of Respect—

WHEREAS, It hath pleased Almighty God, in His love and wisdom, to call from N. & W. System, Division No. 14, our esteemed brother, W. T. Blackwell, of Rosedale, Va., whose death occurred on the 10th day of May, 1901; therefore, be it

Resolved, That we bow in humble submission to the will of Him who doeth all things well, believing that He who watcheth the sparrows fall will most surely care for man, the masterpiece of His creation.

2. That we extend to the bereft father, mother and family, our sincerest sympathy, in this, their sad hour of sore affliction.

3. That these resolutions be spread on the records of Division No. 14 and a copy sent to the parents of the deceased brother and to THE TELEGRAPHER for publication.

C. E. LAYMAN,

W. A. T. OVERSTREET,

T. P. FORD,

Committee.

Norfolk Division--

Since our Division correspondent has been moved at the West End, he has gotten entirely too "tony" to mention the East End. He is a regular "sport," but he must remember that his friends live on the East End, and he must not neglect them.

Our correspondent must write the whole thing and keep "up to date," or we will object to his attending next convention.

"EW," we will put the girls on to you, and then your cake will be all dough.

Changes since last report are as follows: Bro. J. W. White, assistant chairman, appointed relief agent, with headquarters at Wakefield. I understand he is now at "Thaxtan," relieving Bro. T. O. Magann, who is off on sick list. Hope Bro. Magann will have a speedy recovery, and soon return to duty.

Bro. Mabry, of "Low," has left us to accept a position with the Illinois Central. Bro. "M.," we wish you all the success in the world.

Bro. "Kinch," having returned from a 30 days' leave of absence, looking after some Order work for Division 14, reports great success on the road. While away he was relieved by Bro. L. A. Merri-man, relief agent, Mr. Johnson, nights, at "Waverly," and Bro. O. M. White, now at "Estes."

Bro. Barham is now working nights at Suffolk, vice Bro. Cleborne, moved to Wakefield, days, to fill vacancy, caused by Bro. J. M. White's promotion to relief agent.

Bro. R. W. Jones moved from "Low" to "Blackstone." Think he was very proud to bid farewell to the "Citizens" (?) of "Low."

"D," how did you find your "onliest" on your return home?

Bro. Eley, of Windsor, Va., on May 15th, received the highest honors that mortal man can possess, by presenting himself with a sweet woman, beside him, before the gospel and laws of God, to receive the solemn vows and final decision, "I pronounce you man and wife."

"Mike," boys of Division 14 extend to you their hearty congratulations. May you live long and happy. "See official notice elsewhere."

Before closing, wish to say that Bro. Virchmier returned June 15th, after being off sick and visiting his wife and baby at Perth Amboy, N. J., for a week, which was a great pleasure and benefit to him. We are all glad to have him back with us again. Bro. Joe White relieved him.

Hoping our Division Correspondent will give us a few spare moments of his time, and contribute something next month, I will quit.

Yours fraternally,

"LOTTIE."

Winston District—

Two new members and quite a number promised for the near future is our report from the Winston District for June. The boys are doing some good work, and a very gratifying interest in the Order is being manifested.

To our new brothers we extend a hearty welcome. We believe you to be the right kind of material. Now, get into the harness, and help us induce the nons to do the right thing, and give us their support, also. It would seem that we're entitled to it in return for the extra pay and improved conditions of service secured to them through the efforts of our organization. Most of them have responded encouragingly to our solicitations, and seem to be genuinely interested, and promise their support at an early day. Boys, let's remind them of these promises from time to time, unobtrusively and courteously, until they respond to their better sense of right and justice and gladden our hearts with their applications for membership. They may be non-members to-day because of our seeming indifference toward them in the past, rather than because of opposition or disinterestedness on their part. To illustrate this, the writer recalls that he was never solicited to unite with the Order other than through a stray copy of THE TELEGRAPHER, and no little inquiry was necessary to ascertain how and to whom application should be made. This, however, was some years ago, when darkest clouds hung low upon our fraternal horizon, when our ranks were thin, and only the stoutest of heart answered to roll-call.

But now our skies are fair, our strengthened forces are moving forward with constantly increasing numbers, and a progressiveness hitherto unknown in our history.

Boys, if every one of us would put forth a genuine effort toward organization, within sixty days we could make old No. 14 virtually solid. Let's do it. Make personal effort along the line as mapped out by the Bluefield meeting. Give a list of your most promising nons to Brotherhood trainmen, and they will take pleasure in doing some soliciting for you. Get up interest and keep it up. Don't be easily discouraged; give them plenty of time to think about it, but—*keep them thinking*.

Mr. H. C. Needles, formerly trainmaster on Redford division, has been promoted, and is now our superintendent, vice Mr. Theo. Low, transferred. Let's give him our hearty co-operation in his administration of the company's affairs, that he may make the best possible showing for the interest entrusted to his management, thereby reflecting credit upon all concerned.

Pike street office, Roanoke, is now in charge of the cleverest set of dispatchers it has had for

many a day. Mr. Geo. F. Turley, chief, is deservedly popular with his men, and is a living proof that a man may hold an official position and possess business ability, fairmindedness and true gentlemanliness at one and the same time. Mr. Hill very ably handles the first trick. Mr. Rice deals out A No. 1 Morse and good humor as the shadows lengthen, while Mr. Franklin sits up with himself through the wee sma' hours of morning. All of these gentlemen are popular with the boys because of their geniality toward all.

Bro. Copeland presides at Starkey and chases wildcats for a pastime, besides cultivating a luxuriant mustache.

Mr. Birchfield, agent at Boon's Mill, is monarch of all he surveys.

At Rocky Mount Mr. Custer is agent, with Bro. Spielman operator, at nights.

Bro. Lemons, agent at Ferrum, is a vet. and up-to-date.

Mr. Turner turns things about at Henry, and has all he can do, and then some kick Sammy, or what's better, let us kick for you. Sabe?

Bro. Birchfield, agent at Bassett, is all right, alright.

At Martinsville Friend Teague shuffles tickets and freight bills and deals out information and kerosene to the natives, while Bro. Chitwood slings lightning and entertains the ladies while you wait.

Mr. Palmer, the popular night man here, is relieving Bro. Merritt at Midvale a few weeks, while Bro. Olive (than which there are none better), fights waybills and bugs at night.

Bro. Atkins signs the payroll at Ridgeway, with an "assistant" to lighten his toil.

Friend Hodgkin calls for the block at Stoneville and keeps the even tenor of his way.

At Mayodan Mr. Barnes, agent, reigns supreme, with Mr. Dempster to hang out the red.

Mr. Fuqua is agent at Pine Hall, where sassafras and rosin abounds.

Bro. Teoque, agent at Madison, is one of the old reliables—a real '49er in the cause.

Bro. Edmunds holds down Walnut Cave at nights, while the genial agent, Mr. Young, looks after his family. All doing well.

Miss Dicks, agent at Walkertown, is the only lady telegrapher on the Division. We will try not to be envious of George if she will only be a sister to us. But "we will see what we will see."

At Winston, Mr. Kearns is agent, with Bro. Vaughn assistant. The day man is Bro. Apple, a faultless variety, while Bro. Gentry holds things down till 7 A. M.

We have among us on this Division a specimen of the human family that is happily becoming very rare, a man (?) who is downright opposed to organized labor, and yet reaps it's benefits. But we will tell you all about him in our next.

RARELY MET WITH.

Erie Railway System.

Cincinnati Division East and West—

If correspondents on other divisions have as little help in getting news as on this Division it is no wonder there is none in *THE TELEGRAPHER*. If items of interest happen along the line it's the duty of every one interested to send it to their Division Correspondent. If they don't appear it's your fault. If you read *THE TELEGRAPHER* you know that the news must be in St. Louis by the first of every month, and not to leave your hands the first, as some have done.

Bro. Tom Shea, of Wadsworth, O., has a baby about three months old. Old news, but maybe some, like the writer, had not heard it until long after the event.

The discharge of B. A. Gilletty, Day Opr. Ashland, gave Bro. C. H. McConney, of Burbank, O., Ashland, days, and J. M. Wells, the agency at Burbank, O. Wells was at Ashland, nights. Bro. J. E. Taylor at Burbank, nights.

Bro. L. F. Allen got "AK" Tower, nights, leaving Silver Creek, nights, open.

The brothers between Marion and Galion have their hands full now, since the Big Four and Erie began using their main tracks jointly as double track between the above points. The whole thing is under the Erie's control. A new office was open at Leader street, Marion, O. Call "AC." This is at end of double track. T. C. Lewis, days, and Roy Nighman, nights. A 40-lever interlocking plant is to be put in at Boston street, Galion, where, "A" Tower is.

J. P. Wilson took "GI" Tower, nights, at Galion.

Well, it is getting pretty hard for the prospective "\$75 operator," when he has got to go to a reformatory to learn the "biz," but such is the case. A school of telegraphy will be started under the "professorship" of R. J. Nicholson, secretary of Superintendent Leonard, at the Mansfield (O.) Reformatory, for the benefit of the \$75 job-hungry prisoners. Excuse me; I don't want to make it appear that Cincinnati Division east is so spotless from this evil, for we have a "reformatory," by the way; it is also located on a hill, like the one at Mansfield, and it is run by a night man. Of course, he does not want to own up to it, but too many ears hear strange "OS'S" from there, and one night man heard him tell the day man, who was working for him that night, to lay down, that Louie would get 'em for him, meaning calls. We hope he will take a tumble and quit.

CERT. 71.

Lima Division—

The boys west of Spencerville are all right, but the "news" wire must be grounded some place near the canal, as we can't raise the items west.

Bro. E. E. Thomson has accepted the evening trick at Kenton Depot, and works the C. P. A. mileage and several other lines with alacrity.

Bro. W. H. Willis takes the agency at Kemp, vice Bro. Thomson, above mentioned.

W. H. Crist has accepted Uniondale, nights, in preference to Lima Depot.

Bro. G. W. Smith finds Lima Depot all right for a shady trick, and with two 'phones and pleasant voices at the other end, it is out of sight, to say nothing of actual business about the time No. 8 is due; a fellow can't get lonesome.

C. J. Connors pulls the levers, etc., at "KN" Tower, since Bro. Smith gave up that position.

S. P. Willis took a tour of Colorado—the Garden of the Gods and other famous resorts, recently, but is back at his old place of business, Kenton Depot.

Bro. C. N. Aldrich took a flying trip west across Southern Missouri recently, "just to see the mountains," but he still thinks Lima is the best town on the map.

Opr. Phillips, at "SJ" Tower, has been visiting relatives at Mansfield the past week.

Bro. Pyle was over at Celina and St. Mary's reservoir fishing a few days. He didn't say anything about the fish, but he says they have good-looking girls, all right. But, "P.," what is the matter with Lima?

Bro. Kindell took his annual vacation last month, before the hot weather, and now has nothing to do but fan the "Hog Creek" mosquitoes. He can furnish samples as large as the largest. Call Ki. at "MO," second floor. Satisfaction guaranteed.

Bro. J. A. Jones, at McGuffey, has been laying off a week or more on account of sickness in family. Opr. Miller relieves him in meantime.

Since Bro. Clancy's trip along the line we notice a more creditable display of buttons, and this emblem should be a brand of excellence in every instance. When this label stands for reliability and quality, we will not need to worry so much about the products of the fourth-rate ham factory, which are offered at auction prices and taken care of by a few hardup roads. The time is coming when the O. R. T. emblem will be recognized by railroad officials as representing operators who are not cheap in quality or price, but are worth the money. CERT. 31.

T. H. & B. Railway.

No items from this road have appeared in our journal for over a year. Let us try and send in a few lines each month and show up how we stand. There are two, perhaps, three, larger railroads in America than the T. H. & B., but we are after them.

The new time table has added a few extra hours to our working day on account of late trains from the Pan-American Exposition, but the overtime will keep us in "Canady Hump and Old Chum" during the summer, so that much to be thankful for, anyway.

At Scotland, Bro. J. H. Jones, as agent. A busy place, especially during turnip season. It was my lot to relieve Bro. Jones during one of those seasons, and I will always have pleasant memories of the few days spent there. The bill of fare at that time was: Onions, turnips and cauliflowers, carload lots. Each one of these vegetables has an

odor of its own, and when put in carload lots it magnifies considerable. Bro. Jones has been at Scotland about three years.

At Brantford, Mr. G. H. Andrews, as ticket agent and operator. Mr. Andrews "used to wuz," and we would like to send you blanks and have you with us again, George.

Bro. F. A. Schelter, agent at Jerseyville. Fred takes first for prettiest station during the summer. Besides being an amateur florist, he is an A1 artist with clarinet, he having been soloist with the Thirteenth Regiment Band of Hamilton, before accepting a position with this company. He has been with us two years.

At Summit, Mr. C. Kitchen, agent.

At Aberdeen, Mr. C. Coverdale, days; Mr. G. Phelan, nights.

At Belt Line Junction, Bro. W. H. Perdue, operator and yard clerk.

At Vinemount, Bro. T. R. Miller. Adjoining the railroad property at Vinemount, there is one of the best equipped creameries in Ontario. E. D. Smith's fruit farm joins on the other side, and next to that is the general store. The Creamery Co. ship cream by express. E. D. Smith ships fruit and the storekeeper gets his sugar in barrels, which occasionally have one board of the heading caved in. Tom is very fond of strawberries and cream. Now, who can figure out which one of the shippers is the heaviest loser in this deal?

Bro. W. H. Staniland, at Grassies. Here is the manufacturing center of the entire line. We ship more good, strong hand-made butter and more crates of eggs and chickens (eggs and chickens two separate articles) than all the other small stations put together.

Bro. W. J. Hammond, agent, Smithville. This station is one of the heavy ones, and takes all of Mr. Hammond's time to do the work, which, by all accounts, is done well. He has the neatest and best kept set of books on the road.

Bro. A. E. Decew, agent, Fenwick. Mr. Decew came from the M. C. R. about two months ago, and in taking charge of Fenwick finds plenty of work, especially since fruit season has opened up. He frequently has upwards of four hundred crates of small fruits for one train. We all welcome Mr. Decew to the T. H. & B.

Perhaps some other brother will send a few lines next month.

CERT. 1193, C. P.

"Doings at the Needles."

The entertainment and dance given by the United Railway Orders of Needles at the reading room May 17th, was successful beyond the anticipations of the most sanguine. The program was placed in the hands of Dr. Booth, as master of ceremonies, and under his direction carried out with the precision and nicety characteristic of that gentleman. The festival was opened by the director of ceremonies in a short talk appropriate to the occasion. After the program, followed a dance, and never did Needles crowd more

heartily enjoy itself. In the yard and on the lawn cool beverages and light refreshments were served. The porch and lawn were brilliantly illuminated with colored lamps and flags. The interior of railroad was beautifully draped with the colors of the different orders. The Grand March was led by "J. D." (John Denair, veteran superintendent, loved and respected by all), and his beloved wife. The executive committee, Brayid B. of R. T.; Thompson, B. of L. E.; Coeey, O. R. C.; Holly, B. of L. F.; Gilchrist, O. R. T.; Foote, S. U. A., desires to extend thanks to "The Desert Queen" Lodge, 218, L. A. to the B. of R. T. of Needles, Cal., for their help and the good work done by them. To Mrs. Davis, of the reading room, for the many good offices rendered. To Dr. Booth, for his able services in conducting the work, and the various auxiliaries who gave valuable assistance. We desire to thank Mrs. Gertrude Adams Butler for the use of her piano. Thanks are extended to those who so kindly gave their time and talent to make the entertainment enjoyable, and also to the good people of Needles who gave their loyal support. The affair was in the hands of the United Railway Orders, Trainmen, Conductors, Engineers, Firemen, Telegraphers, Switchmen and their auxiliaries. The net proceeds, which amounts to the comfortable sum of \$205, will be contributed to the Home for Disabled Railroad Men, which is located at Highland Park, Chicago, Ill., and as usual, the Needles contribution will be close to the head of the list. The executive committee are proud of their success, and likewise of the showing that Needles has made in support of one of the grandest institutions ever founded for the benefit of railroad men, when their usefulness have been overcome by age and disability.

CERT. 1653.

Toledo & Ohio Central Items.

As there are several members of our noble Order on this road, I think we should be represented in THE TELEGRAPHER.

Bro. Clancy, our State Deputy, has been with us, and has done very efficient work. When he strikes a telegrapher he sits right down and writes Bro. Perham, quoting Com. Perry, "We have met the enemy, and they are ours."

I do not know all of the members yet, and if I miss any one I hope they will pardon me.

Lucky, Bro. Stackhouse bills lime.

Prairie Depot, Bro. R. A. Burdick handles a warm joint.

Bro. F. Burdick, at Hatton.

Corey at Fostoria, coming in next month.

Bro. Williams at New Reigel, a good man.

What's the matter with Serin and Lockhart, at Berwick.

Bro. Cox bills stone at Spore.

Bro. Cook, at Fulton, says he has learned the last student. That's right, "C." you are too good a man for that.

Bros. Frost and Page, at "XN," Tower Centerburg.

Devore, if you stay at Centerburg you will have to come in.

A. M. Leach, at Croton, will be a brother next month.

Nothing to say about Johnstown.

Bro. Coliins, at Alexandria, is still in the ring.

Bros. Gage and Wright keep the helpers going at Clemons.

College at Hebron.

Bro. Leach, at Millersport, bills ice. No trouble to keep cool, is it. Charley?

Bro. Harrod and Bro. Geil, at Thurston, keep moving.

Bro. Beery has quit.

Bro. Williamson, at Rushville, carries his meals now.

Bros. Tharp and Breese, "OS," helpers at Clay Bank.

Bro. Doughty, at Moxahala, handles berries as a side line.

Bro. Shride telegraphs and helps Shaffer.

Bro. Dudley, at Corning, too much work there for him to be suited.

Now, boys, we are all doing more work than ever before, and the company is enjoying the most prosperous trade they have ever had, so we must keep together. CERT. 4706.

Pittsburg Division, No. 52.

Our first regular meeting in June found all the officers at their stations, with the exception of our new inside sentinel, Bro. Murphy, who was compelled to work that evening. But one petition was read, and the regular methods of admitting the candidate were passed through. Bills were presented amounting to \$25.51, and were read and ordered paid. Communications relative to grievances of our members were read and disposed of, and steps taken in other matters of importance to our members in this vicinity, which showed there was some activity within the file of the Order around Pittsburg. After hearing a report of the condition of our members on the sick list, and there being no business on the table, Division adjourned early and the second series of games were commenced, and those who were able to remain until the time set for closing, 11 p. m., had a very enjoyable time of it.

At the second meeting in June there was a fair attendance of the membership, including a few of our brothers from out of the city, whose faces are not as familiar to the majority of the regulars as we would like to see them. After petitions for membership had been disposed of bills were read amounting to \$6.25. Communications were read relative to further activity within our midst, and which were encouraging in the prospects held out by them. It is to be trusted that they will all be realized. After receiving report from our special committee, and hearing from the members sick and out of employment, there was plenty of time to spare, and a few minutes were devoted to the Good of the Order, under which head our friend, "Bruce Bertram," managed to

get in a few words to the boys. Come again, "BO."

About 9 p. m. the last series of euchre commenced, and continued until 10:45, at which time the games were broken up, and all cards turned in. Bro. C. J. Hagan was found to be the winner of the prize offered, with Bros. Barber and G. T. Smith a close second.

As these games were carried out with the hope of getting a much larger attendance at our meetings, with a little amusement to be had on the side, they were not overly successful, although there was a larger attendance than we have had for some time past. No diversion should be necessary, however, to attract our members to the meetings, and there is a sufficient number within easy access to Pittsburg to bring our attendance near the hundred mark every meeting night. Come to meetings, boys, every time you can possibly do so, and you will find the trip profitable in more ways than one. A large attendance stimulates interest and activity in all of your officers, and gives them a chance to meet you in a way where the meeting is of some benefit to both. If there is any trouble, come there and air it, and we'll sympathize with you and endeavor to straighten it out to your way of thinking. If everything is prosperous, come and we will all be ready to turn in and jolify with you; but come to meetings, not once or twice a year, but all the time.

KONEY.

New York Division, No. 44.

Long Island Railroad Notes.

Our first meeting in our new quarters, corner Vernon and Borden avenues, was held on Tuesday evening, June 27th.

Bro. H. E. Blecker has been entered in the leading bicycle races that will be held this summer. He has been successful in past events, and has captured many valuable prizes. He was first recognized as a "perfesh" in the racing world, when he won the famous Brooklyn Handicap at Coney Island in 1899.

Bro. W. H. Cann is now located at Port Chester, N. Y., and working as regular extra towerman for the N. Y., N. H. & H. R. R.

Bro. W. E. Demarest has left the employ of the C. R. R. of N. J., to accept a position with the L. I. R. R.

We regret to chronicle the severe illness of Bro. F. M. Grove, who was removed from St. John's Hospital in Long Island City to his home in Bluefield, W. Va., on June 14th. It is stated that Bro. Grove is afflicted with that dread disease, consumption.

Bro. H. M. Hinnerstiz, formerly agent at Ozone Park, is doing well at Lyon Station, Pa., where he is engaged in business.

Bro. G. W. Morrell, who has spent several years in Brazil working for the Panama R. R. Co., is now working for the Cuba Company at Placetas, Cuba. Bro. Morrell never fails to have his dues paid a year in advance.

B. M. Hess, lately nights at East Winfield Tower, has left to accept a position with the Panama R. R. Co. at Colon, N. S. of Columbia. His numerous friends bade him farewell in royal fashion.

Bro. J. H. Dunlap is now working nights at Manhattan Beach Junction.

Bro. J. W. Tucker has left "the best job on the pike" to accept the day position at Mount Olivet Tower. "MV" is a corker, but "UK" is equal to all occasions.

Bro. G. E. Swann is doing the owl act at Winfield Junction Tower, nights.

J. H. Mullins and Bro. W. A. Tripp, who have recently resigned their positions on the L. I. R. R., have leased one of the most popular hotels at Elmhurst, L. I., and are doing a good business. They are both young and enterprising and are now facing prosperity with a smile.

Bro. J. J. Fox operates the Jamaica air tower, days, and is one of the busiest men on the road.

Bro. H. H. Thacher is spending his leisure moments in solving labor problems in general, and has concluded that to strike with the ballot is the surest and only way to right all existing wrongs. We agree with Bro. Thacher, but it will be some time before the working people will understand the value of their voting franchise, and until then let us struggle along.

Bro. Franklin Newton is now working at Emmens Avenue Tower, at Sheephead Bay, on the Manhattan Beach Division, and is in excellent trim for a hard summer's work. We understand that Bro. N. has been training and taking lessons in physical culture preparatory for his acceptance of this position.

W. C. Paul, late of the N. Y. C. R. R., is now working at Corona Tower, nights. After roughing it in the Klondike gold regions without success, Mr. Paul is now contented—and even in that slumbering town of Corona.

Bro. T. J. Stack is now working the third trick at Dutchkils Tower. This gives him more time to spend his money (?) A short time ago we heard that Bro. Stack carried a "roll," but after investigating we learned that it was only a "role" of which he became the owner mysteriously after leaving a baker shop.

Bro. J. T. Sweeney and J. V. Luckett are both doing well on the Manhattan Elevated Railroad.

Our next night meeting will be held on Wednesday, July 10th, at our new quarters. Nominations for deputy officers will be made, and it is hoped that a goodly number will attend. REGGY.

Oldtown, Me., Division No. 11.

I notice there never appears in THE TELEGRAPHER anything from Oldtown, Division No. 11.

I wonder why are the boys all backsliding. Is it possible that the Order of Railway Telegraphers is a sham? Let us say no, a thousand times no. Then let some one say something which will show that we are not losing an interest.

Boys, the Order of Railway Telegraphers is the best working friend you have on the face of this

earth, and why not treat that friend with respect? How? By attending to its wants. You may ask "What are its wants?"

It wants interest from every one of you. If you have an intense interest in anything, you will devote all your spare moments with it. Those of you who are parents have an intense interest in your progeny, and you do not neglect a single act that they may have and enjoy the best that you can afford for them. Do you wish to better their condition? Most assuredly you do! Then increase your interest in your Order. Speak or write or think. Do something, and when each member does this, what a change there will be. Let us hear from some one next time.

Yours truly,

N. Y. Z.

Maine Central Railroad—

It is about a year since a hurriedly gathered, unorganized, undisciplined mob, calling themselves an O. R. T. Division, sent a delegation to the management. The result is history over which a thick veil should be drawn. Six months later that mob had vanished into thin air, broken like a rabble before a trained soldiery, and yet there are those to-day who believe that was a legitimate failure of a weak cause and venial supporters. Stop and reason. Ask yourself a few questions. What is O. R. T.? A trades union. What is a union? A band of brothers united in one cause, with one motive and one understanding. In O. R. T., what is the cause? Justice to labor. What the motive? To protect the interests of telegraphers. What the understanding? That the recognition of certain rights is compelled by united effort where no individual effort avails. Is that not a fair statement? Backed by proper strength, would such union win its battles? You know it would, without firing a shot. Now, for our case. Instead of a band of brothers, we were a mob of self-seekers, each hoping to rise on the other's shoulders. Is that unionism? Instead of having the union motive of protecting our craft, we proposed to each one, get all he could for himself, in the quickest, easiest way, and let the others do the same, if they could. Is that unionism? Instead of the understanding that united efforts alone—organized efforts alone—compel recognition, we accepted the outcome as a matter for which a few committeemen or officers were solely responsible, and we fell to cursing them when any respectable organization would have risen in their might, replaced them, and gone on to certain victory—not a complete victory, perhaps, the first time, but a victory, nevertheless. Yet we called ourselves O. R. T., and blamed the Order besides for our own folly. In one sense the Order was at fault. It was the duty of those having the matter in hand to properly restrain its new and untried recruits, and not allow them to go in a mob against a trained force of picked men. This mistake should not happen again. To-day O. R. T. is led and advised by men—union men—who say to us, and who send advisers who say

to us, "Experience is a dear teacher, but fools learn by no other. Are you not even fools? Halt! Drill! Grow! Organize! Learn union! Have sense and reason! Wait! Not forever, but for your strength!" It is strength that wins, not in our case justice alone. Speak up and let us hear—What corporation heeds justice? Power, and that almost alone, is what tells, and power is not in numbers, as we vainly believe—numbers we once had, and what did they for us? Strength is in union, and we shall have it yet, far as we are from having it now! How shall we get it? Not by throwing dice with our all staked on one throw, but by standing firm and organizing! One word for all—Organize!

CERT. 332.

Houston East & West Texas Railway.

As Southeast Texans are no longer surprised at anything which may or may not happen, and as business will at last permit, I shall tell you a few things about the boys along the Gulf Air Line.

We came in over the "Windy," therefore strike the H. E. & W. T. at Timpson. Here we find genial Forys, agent, and J. G. Ellington, night man. "Joe" is a "dinkey" as to size, but he comes up with his part with as much ease, apparently, as the "carrier" follows Engine 17 down grade on inspection day.

At Garrison we gaze into the beaming countenance and honest eyes of our friend, O. M. Miller, than whom there is no better agent on any road. "O. M." is a non, but has been weighed, and we take him. We dislike to leave you, old man, but business is pressing, and we must rush on over to Nacogdoches, where we find a trio of the handsomest boys, with up-to-date cards, on this or any other line. Tommy Fall catches the cables, while Bro. Pace sits over in the warmest corner and handles the "dough." Mast. "hay's" after 7 and goes fishing next day.

At Lufkin, J. E. Propst, an old Santa Fe'r, steers the old ark as agent, ably assisted by others we know not.

At Corrigan we met the inimitable Ford. Couldn't exactly tell whether that was the correct grip he gave us or not, and didn't have time to ask him, but one thing sure, we would be glad to have you, "F," for we hear you are one of our kind—a good one.

Would tell you about Whitfield, but he was out taking exercise, so he would enjoy his nap after coming on duty.

Five miles more brings us to Moscow. Here's where the great State of Missouri loses her rep. R. L. Marshall, agent, a new man, but you don't have to "show" him a thing about railroading. We pass two sawmills and stop at Leggett. Mr. Burton, an old-timer, greets us, and we find him on the right side and as true to the Order as an Arab to his first love.

For this time we are compelled to run by Livingston, Goodrich, Shepherd, Cleveland, and New

Canly, as we are not informed. Will find out by next time.

At Humble we take siding for No. 1, go in and receive the "glad hand" from that invincible relief agent, T. G. Bracken (there's a green card, or I'm color blind), who is temporarily holding forth here. G. B. is doing very well, but city life is telling on him, and he meekly admits that "a change" would do him good.

CERT. 274.

Northern Pacific Railway.

Third and Fourth Districts, Yellowstone Divs.—

Have seen nothing in our journal from this Division for a long time. I wonder what has become of our regular correspondent, Bro. Lilly? I would like to see some of the brothers take a little more interest in the O. R. T. than they do. Some seem to think, when they have joined the Order, that they have done their part. Come, brothers, do your share of the work. A great number of new men have come to this Division in the last month, and not a few are nons. Every one of these operators would join the Order if just a little convincing talk was given them. If you have no blanks, just call up our worthy Secretary, Bro. Dafee, at Billings, and he will send you all the blanks wanted. I understand some have not paid their dues for the last half year. You should send in your dues at once, as it is only a short while till you will have another assessment, and then it becomes hard to pay.

The article in May TELEGRAPHER from the Cotton Belt, by W. T. Dickey, is a good one. Some of us know in what direction he has traveled.

At Glendive we have Bro. J. Combs as manager. J. C. is a hustler, and very few nons who go to "GI" to report for work get away from him until they have signed an application. Bro. R. E. Bean is assisting Bro. J. C., days, and Bro. Weber is doing the night owl act and trying to kill all the night operators with his speed.

At Fallon we have Bro. A. G. Snyder, a newcomer.

At Terry we have Sister Nellie Donovan, as agent, and a good, staunch O. R. T. girl. Sister Nellie is the only sister we have on this Division, and, of course, the boys think there is nobody like her. Bro. M. L. Day is working night at Terry.

At Blatchford we have Bro. Gunter looking out for bridge outfit.

At Miles City we have two new men, but do not know their names.

Fort Keogh, Bro. Austin Turney as agent.

Hathaway, Opr. Hathaway as agent. He should not forget his name when he is so popular as to have a town named after him.

Rosebud, we have Bro. G. D. Miller as agent, and Opr. J. C. Whitney as night operator. I understand he is a non. Bro. M., you should secure his application at once.

Forsythe, Bro. Watts as day operator. W. has his hands full getting trains through "FY" with-

out delay. Opr. Carrell is doing the owl act at "FY."

Sanders, Bro. Miller, as agent. Bro. Miller says he can get up every time the gong rings, as there is 35 cents in it.

Big Horn, Bro. C. A. Dufty, from the Red stack, is doing the half-day and half-night act.

Custer, Bro. J. R. Shallenberger, as agent. S., how is the sheep business?

Pompey's Pillar, Bro. W. W. Ayres, as operator. It is rumored that "WA" likes "PI" much better since the new section foreman moved there, as there are two very nice young ladies in the family.

Huntley, Bro. W. B. Nease, as agent, and Jasper W. Day, as operator. Jasper is all smiles, as his wife is on her way out from Wisconsin.

Business on the N. P. is very good for this time of year, and we hope to see it continue.

CERT. 396.

Montana Division—

We have never had a regular Division Correspondent for some time, and as the system correspondent has been trying to get a writeup of the Montana Division, I have at last succeeded in getting a list of the boys, and will give you this, as I have nothing else to write of. The local chairman wishes me to thank Bros. Honey and Lane for the assistance they gave in getting the names on their respective districts. We are sadly in need of some kind of an elixir to make the boys see they must help themselves to organize, if they wish to get anything. We have the best set of rules, and if the men wish the pay, all they have to do is to send the committee to St. Paul and give them the power, and the committee will do the rest. It won't be a "hot air" story, either.

Perhaps all the boys are not benefited by the rules, but then some of the agents who work in the "one-horse towns" are very well pleased with that rule that makes it "35 cents a call," as their wages per month are very substantially increased. A few of the boys have become ex-members since last fall, by reason of their dues remaining unpaid. But, as the writer knows, there is method in their madness. These men, or would-be men, all came in contact with a certain official, who thought it to their interest to show them where they were in error by championing the cause of the O. R. T. After this official had enlightened them, they have since forgotten to pay their dues. Wouldn't that jar you? We will keep track of these men, and if they ever get better than an "OS" job I will let you know through THE TELEGRAPHER. With many apologies to the boys on the Montana Division, will now add the roll of honor, and then take to the woods.

Will start from the East and travel West, taking the main line and the branches as we come to them, all the same new "Supe" on first tour of inspection.

Billings, Oprs. J. E. Dafee ("our Jimmy,") Bro. E. E. McVickers, Bro. J. R. Caples, Mr. W. Sloan, manager, new man.

Laurel, W. B. Stephens, agent and operator; E. Snyder, night operator, late of "RF," Livingston Office.

Silesia, Bro. C. J. Buzzetti, agent and operator.

Wilsey, Bro. G. L. Finley, agent and operator.

Red Lodge, we are shy a rep. there.

Fromberg, P. B. Ageton, agent and operator.

Bridger, H. Morrow, agent. Day operator not on list.

Park City, G. L. Tolson, agent and operator, relieving Bro. F. A. Travis, who is taking a 30-day vacation to the coast.

Columbus, Bro. E. W. Miles, agent; Bro. W. M. Lane, day operator; Bro. C. L. Foster, night operator.

Reed's Point, Julia McPherson, operator.

Grey Cliff, Bro. A. M. Davison, agent and operator; H. A. Rallsdell, night operator; new man; don't know if O. K. or not.

Big Timber, E. J. Bardwell, agent; Bro. F. G. Fletcher, day operator, vice M. Egan, made cashier Livingston freight office. Bro. Fletcher still dreams of Clasoil nights. W. E. Hamilton, night operator, another new man; can't say what brand he smokes as yet.

Springdale, J. Carney, agent and operator; Mrs. J. Carney, night operator. They also run the post-office. These people are the only ones on the Montana Division who claim a raise in wages would not benefit them. They have the leadpipe cinch you read of on the wall paper.

Livingston, W. C. Shelver, manager, clerk to chief dispatcher at present, temporarily. C. S. Stewart, operator and manager, just back from sojourn on the coast. Fred Marshall, operator (nothing more.) Bro. Miller, night operator, just from the Sunflower State, white just the same.

Muir, P. I. Morgan, day operator; Bro. T. J. Casey, night operator.

Chestnut, agent and operator, Bro. A. M. Maxiner, just from the Aguinaldo country. Bro. O. Ficer, night operator. A Canada fact.

Bozeman, M. K. Baysoar, day operator; Klondike Holder, night operator.

Belgrade, Bro. Jo Steele, agent and operator; "13" he never looks at cherry cocktails. Bro. Brownly Monaghan, just back from vacation, sadder and wiser.

Manhattan, Bro. M. J. Brown, agent and operator. They do say the youngster has stole the trade from Pa Brown.

Logan, Bro. C. M. Honey, alias Jesse James, day operator; J. W. Burbridge, night operator; new man, but is leaning towards salvation.

Sappington, Bro. W. H. Behrns, agent and operator for sixty days, while regular agent, McClelland, lets the wind blow through his whiskers at the Buffalo Exposition.

Whitehall, Bro. J. O. Johnson, day operator. Please "13" that Bro. J. is from Ohio. Anderson, night operator; can't say what he signs as yet.

Pipestone Springs, Madden, operator.

Welch's Spur, Bro. J. W. Coombs keeps busy chasing chipmunks. Keep 'em going, Jack.

Homestake, Bro. Phill. Kissinger, agent and operator—a new century. Ole Moltaire, night operator. Ole is French, as the last syllable of his name will show you. He is also a fiddler.

M. U. Transfer, Otto Lemm, day operator. They do say Otto thinks marriage not a fad. R. E. Moore, night operator, from the Niagara Division; well, I guess so.

M. U. Depot, Butte; G. W. Kelley, day operator. "K." was here first; came in with the road, in fact; always bats his eyes when he passes Galena street, and Butte smoke never touches him. F. J. Quinlan, night operator. "Q." lost his happy home when he left the main line. He also acts as local chairman, and would like to see "something doin'."

N. P. Freight Office, Butte, P. A. Pender, day operator (just a few.) I. R. Blaisdell, car clerk (a few more), Big "I." Bro. G. A. Ruswick, stenographer (foxy quiller, at your service); C. H. Rovig, bill clerk and ladies' man, all operators.

Lombard, Bro. G. W. Kendall, agent and operator. Bro. T. W. Stiers, night operator.

Toston, Bro. T. Holker, biggest man on the line. How about you, Tom?

Townsend, Jake Schaefer, day operator. Hope you have gotten over that weak spell you had last fall, Jake. J. H. Palmer, night operator; new man; not classified as yet.

Winston, Bro. J. H. Cassiday, agent and operator. Come, C.; don't dodge. They can't hit you.

P. P. Junction, new men; guess they are working for the N. P., though.

Well, boys, we are at the end of the Division; my pipe has gone out.

"MONTANA SAPPHIRE."

The following composition by Bro. F. O. Bacon, of Fabens, Texas, who formerly worked at various places in Montana, was received by his brother, now located at Avon, Mont., together with his stock of trout flies. This will probably be interesting to the members who have caught fish and emulated Ananias.

HERE'S HOPIN'.

Wid. a heart like lead, wid tears in me eyes,
I'm sendin' to you me stock of trout flies.
To look at the things drives me locoed and crazy,
Reminds me of Eddy, and the time so lazy
When glad buckoes were we, an' our souls never
harried,
By rockin' our kids, well d—n it, we're married.

Shure we've made our own beds, but be's it as
nice
As fishin' for trout wid the water like ice?
Here, I'm in the desert, while you're into clear,
Where cold water an' grouse an' trout are so near.
So you'z shure welcome to the little trout flies,
Keep the fish for yourself, send me the prize lies.

For in the state of Montana, locomotives will fly
Before a man can go fishin' an' not tell a lie.
All we have in the desert are sardines, canned
salmon an' lice,

So we have no inducement to "buck Ananias."
May they do you good service, may you catch
many fish,
An' that I could help yeez, is this wailer's last
wish.

*Meditated and Dedicated to J. N. B. in God's
Country.*

Dakota Division—

News is very scarce this month. Not many changes that we know of.

Bro. J. E. Boyle is at present working at Alta, a new office, having been opened there on account of the work trains. Bro. Boyle intends to go to Wheatland the 28th to relieve Bro. Hull, who is going to lay off for a few weeks.

The agent at Pingree is going to lay off for two months. We do not know how he can afford to lay off so long, as the salary there is the large sum of \$45 per month. Probably he is like the agent I know of who some time ago asked for three months' leave of absence. The superintendent did not understand how he could afford to lay off so long, and thought he might have made a mistake in asking for his leave of absence, he wrote him and told him he did not see how he could afford to lay off so long, and wanted to know if he did not mean three weeks instead of three months. The agent replied that he meant three months, as he had secured a position on a farm for that length of time at an advance of his present salary, and that he hoped to make enough money in that length of time to buy himself and family some clothes, as the salary the company paid him was so small it took all of it to feed his family, and at the expiration of his leave of absence he would be pleased to return to work for the company in order to wear out his clothes that he had earned while on the farm.

Three or four promises from the nons this pay-day, but none have come forward as yet. Please come forward, boys, and get on the band wagon. for the band is going to play before many more moons, and we want you to help us blow the bass drum. So, come on, every one of you, and help us out.

CERT. 46.

Trenton Division 85.

Our meetings of late have been pretty well attended, and the good effects are apparent. Boys, watch your points sharply on the game of wolfing—wolfing is a game played on telegraphers in districts not organized. It has brought thousands of telegraphers to an early grave. Hours of service are already at the tension limit in the telegraph department. The end sought for is not to put a few dollars in your pocket, but to offset the natural law of supply and demand by doubling the men up instead of fair wages and employment to men willing to work for fair wages. If your wages are inadequate say so in a manly way, but don't wolf. A word to the wise is sufficient.

Our committee has done nobly, and the following bit of modern history many interest you somewhat:

Committees will be heard in the future. The rights of seniority will be recognized in this department. Competency, of course, is a requisite. All positions when vacant to be advertised from the oldest until accepted. A telegrapher transferred to this department to begin as a new man. No discrimination from any cause except a violation of the corn laws. Several changes, the effects of which you probably have cognizance of—not forget the wolfling, other trades and professions have attained pay and a half for overtime, if such a thing is really necessary.

Annual election August 2d, 8 P. M. Cigars and soda water. Put the best men in.

C. V.

Missouri Pacific—Iron Mountain.

Nevada Section—

W. L. Shaner, who resigned the position as second trick dispatcher, Nevada, Mo., to go in the mercantile business, has returned to railroad-ing. We understand he has a good position with the 'Frisco. We are unable to give location and position at present. Mr. Shaner was a member of Division 31.

Bro. M. B. Keller, formerly of Irwin, Mo., now holds Bronaugh, Mo.

A. L. Chamberlain, agent, Milo, Mo., for the past two years, has quit that station. Particulars not known, but we understand his health was too bad to stand the work.

Bro. S. E. Brooks, formerly of Panama, Mo., is visiting on Missouri Pacific. Bro. Brooks is now located at Adair, on M., K. & T.

MARRIED.—Mr. Edward Brooks, agent, Minden, Mo., to Miss Pearl Wilkerson, at Holden, Mo., June 2d. The happy couple returned to Minden following day. We understand they will make their wedding trip to Ed's old home in Kentucky. Unable to say what part. Ed says he was going to have some one to help him do the work. We think his plan a good one. All join in wishing them all the success and happiness possible through life.

Arkansas Division —

If there is anything that gives a fellow new life after a year or so's close work in a telegraph office, it is to get out for a while and get a hearty handshake and fraternal greeting from his co-workers. It was our pleasure to enjoy such a trip recently. We found encouragement and enthusiasm everywhere.

Fred W. Ealy was found at Arkadelphia, nights, and has now transferred to Division 31. T. N. Holland, on days, here, was found getting the current colors.

E. H. Ward, formerly agent at Smithton, is now off for a few weeks' rest up, and A. W. Grizzell has been checked in at this station.

A. W. Jernagin, at Malvern, who had been off for a few days on account of sickness, was relieved by J. N. Wilson, who handed in his card for transfer. He now holds out at F. S. Crossing.

A warm reception awaited us at Benton, and three TELEGRAPHERS will now be mailed to this office, with still prospects of more. T. H. Reamey, agent, W. S. Speer, day operator, and A. C. Speer, night operator, feel jubilant over the prospects of a new joint depot with the H. S. Western.

H. J. Wilson now holds out at "UD," Little Rock, days, and Geo. B. Whiteman, nights.

The boys in "CF," Little Rock, were found busy as ever. L. A. Nichols, now doing extra dispatching, and C. M. Walser, catching cars, days, and W. S. Goodwin, by night.

W. B. Doolittle and B. L. Webb, at Baring Cross, now flourish up-to-date colors.

M. L. Walsh now does the act at F. S. Crossing. F. M. Anderson doing the owl act, and gives us some good promises.

The force at Beebe now have the strawberries off hand and have their cards colored up in good shape.

C. E. Beem, agent Higginson, is kept busy transferring with the S. & D. A. Ry., and carries the colors, our former report to the contrary notwithstanding. A. N. Beville, the night man, has been on a ten days' trip with his sister to Texas. On his return he had his grip stolen, and but for the effective work of Policemen A. E. Brazell, at Fulton, and J. D. Wilson, at Hope, who are doing the "owl" act for pass time, he would have been somewhat the loser of wearing apparel.

W. H. Thomason is now pulling the reins, days, at Bald Knob, and is getting up-to-date colors. H. L. Ruark still holds on, nights. He now has the new colors.

Sid Walsh hangs on, days, at Newport, and O. D. Hawn hands out train orders at night, and will be found on the dot.

A. Bowles, agent, Diaz, now flourishes the proper colors and makes out fuel reports.

E. G. Leake and W. D. Watts, at Batesville, likewise, though we did not have time to see them.

At Tuckerman we found H. T. Brewer with a pink and the funds for a green. W. A. Mitchell, who has been holding down this office, nights, for some time, wears a button on his coat, and is now laying off for a few days.

Our friend J. H. McMann, agent at Alicia, is trying to get relief soon to make a visit East to his folks. The night man, C. W. McCullar, flags trains with the proper colors.

P. A. Dulin, agent, Minturn, now reads THE TELEGRAPHER, and expects a booming town when the cooperage plant, now being erected, gets to work.

At Hoxie we found J. W. Kincaid watching the crossing, with proper colors, and learn the night man and man at the freight depot wear bouquets.

At Walnut Ridge we ran up against a combination of colors, but could not stay long to investigate. J. N. Brewer, agent, has both pink and green. A. D. Clark, night operator, had pink, and Chas. Maxwell, days, was at dinner, but understand he is doing the right thing.

W. P. Tucker, at Okean, flags train, with proper signals, and his estimable wife knows how to feed a hungry fellow. The local crews take dinner here.

R. A. Scott, at Peach Orchard, has a button-hole bouquet.

The same signals are out at Knobel. J. N. Wilson relieved C. P. R. Haistings a night or so while he had his teeth fixed up.

At Corning we found the station in good hands, as usual. W. O. Beard in charge.

At Neeleyville, W. E. Romine was found doing the necessary, and R. C. Drinkard doing the act, nights, with the proper credentials.

J. B. Foster hangs on to Harveill, and gives us encouragement.

At Poplar Bluff the force was found doing business in an up-to-date manner. R. S. Wilson and Wm. Bub, handing out train orders, and De Mier supplying the tickets, at night.

We were royally entertained by our friend, J. F. Bevill, at Knobel, with the assistance of his estimable wife.

Paragould was found in good hands. E. S. Heaton doing the act, days, jointly, for the I. M. and C. B. Geo. Curry hands out the tickets and takes care of the W. U., nights.

E. F. Robertson flags trains over the crossing at Nettleton, with proper signals. R. Arnolds, the agent, was too busy checking trains to talk much.

J. H. Pilling, regular agent at Harrisburg, was off getting married, but gave us the proper handshake. He is being relieved by Extra Agent Thos. R. Nash, who did the right thing.

J. A. Weaver, at Vannsdale, wears good buttons on his coat.

The gang at Wynne was on the go; time too short to see 'em.

The proper signals were out at Earle, with our friend, C. G. Johnson, at the key. Here we first learned of the bereavement of Frank H. Holland, agent, Crawfordville, whose wife died only a few days ago. The telegraphers extend sympathy to sorrowing husband. Frank has his mind set with us, and had not this misfortune overtaken him would now be in the fold.

We did not see the boys in Memphis on account of time, but E. K. Seckler, days, and C. R. White, nights, both have faded pasteboards, and hope they are now like all the rest, with some color about them.

We did not have time to give the South End Helena branch boys a call, but understand C. L. Reed hangs out at Marianna and W. S. Durborou at Forest City, with E. J. Landon agent at Helena. Hope to soon hear of them being able to stop trains with signal.

At Fair Oaks Chas. L. Ely, the day man, was off sick, being relieved by the agent. Did not learn who was on nights.

At New Augusta we found J. G. Haynes, with up-to-date paper.

Pete McLearn, at El Dorado, is being relieved by extra Opr. Houlahan.

F. M. Decker, agent, Alexander, is being relieved by Extra Agent B. F. Martin.

C. L. Briant, from Perla, makes a trip to Hope quite frequent.

DIED.—June 6th, 1901, little Emogene, the three-months-old baby of Bro. and Mrs. John W. Purkins, of Little Rock, and was buried at Hope. The bereaved parents have the sympathy of the Division. Having tasted of the bitterness, we can testify as to the broken hearts, and offer our condolence.

MARRIED.—June 10th, 1901, at Sulphur Rock, Ark., Bro. J. H. Pilling, of Harrisburg, Ark., to Miss Rosa Steele, of Sulphur Rock. Bro. Pilling is agent at Harrisburg. They are now on a visit to relatives in Fort Smith and the Indian Territory.

Central and Valley Divisions—

Local Chairman J. D. Turner, from "CF," Little Rock, is laying off, and is at Hot Springs.

By the energetic efforts of the membership, and especially of the committee, several new members have been added to our rolls.

J. T. Lindsey, at Arkansas City, Ark., is not to be outdone, and begins the new term by remitting to the general secretary \$24 to square O. J. Lindsey, Monticello, Ark.; O. W. Wheelless, Warren, Ark.; E. Nowlin, Wilmar, Ark.; D. A. Brown and J. T. Lindsey, Arkansas City, to December next. It is not too late for others to outdo this.

At Nowata, I. T., we have G. O. Bristow as agent and J. W. Riley holding down the table, nights, and will blow a horn soon.

The signals are out at Oolagah, with G. M. Reed in charge.

We find W. H. Duey doing biz. with the Indians at Talala, and helping out in the band wagon.

At Claremore, M. Laird, new man, gets the agent's check. R. N. Owen, day operator, and Mr. Hill, nights. Don't know what tune they play.

J. A. Berninger receives cattle at Inola and gets the market reports from THE TELEGRAPHER.

J. G. Knight fills the agent's chair at Wagoner. Bro. Wm. Clark handles the keys, days, and L. A. Clements does the needful, nights.

Fort Gibson is managed by C. H. Shaffer, agent, and Bro. B. Clark, as operator.

F. W. Pilling, from the Arkansas Division, signs the balance sheet at Illinois and M. E. Clark does the night work, and is up to snuff; a new one.

R. A. Blakely holds down Vian. "Bob," what became of that application? I'd like to see it payday.

S. A. Hill holds the fort at Sallisaw, as agent, and C. W. Riley hands out train orders.

The colors are flying at Muldrow, with J. H. Blakely in charge.

A new man at Cherokee Junction; don't know his name.

Fort Smith is handled by S. A. Bristow, days, and needs to keep his coat buttoned. E. P. Gaines does the owl act, and can show you how it is done.

We have a good set of dispatchers at Van Buren—D. E. Welsh, first; F. W. Kidd, second, and

W. N. Jones, third, east end; J. W. Daniels, first; F. K. Roberts, second, and Fred T. Potter, third trick, on west end, with C. E. Norman, chief, and Oprs. A. J. Seed and Joe Reavis. How about it, "Jo?"

D. A. Hollinger rules supreme at Alma, Ark.

Mulberry has been handled for the past twenty years by S. B. Hawkins. "Sam, don't forget your promise." W. F. Becker, a new-comer, does the owl act, and blows the horn.

At Ozark we find a full house. T. L. Sery, as relief agent account, Bro. Hopkins down with smallpox, but is about well again. I. K. Garrett handing out train orders.

L. B. Crenshaw is the whole works at Altus.

Another full house at Coal Hill, C. W. Smith, agent, A. V. Cherry, issuing clearances in day time, and O. R. Ward, a late "jiner," by nights.

Steve Seibert holds out at Spadra as agent.

Signals out at Clarksville, with M. A. Lucas in agent's chair, and C. B. Adcock handing out train orders, nights.

D. A. Allen, lately transferred from Palarm, is up with the times at Cabin Creek.

Knoxville is in charge of M. L. Reed, and is a "has been."

A. M. Henslee, days, and I. Lunsford, nights, at Russellville both found doing the right thing lately.

Atkins is ably handled by J. F. Leonard, with proper credentials.

At Morrilton, the old reliable Joe Quinn, days, and J. F. Ellis, nights, who will be with us soon.

P. McCartt does the needful, days, at Conway, and R. Cole, nights.

D. M. Southwick, agent, Plummerville, sends in overtime regularly, but is carrying too much insurance to join us.

At Palarm we find R. A. Nelson, agent, and C. F. Graham, nights, both tried and true.

On Greenwood Branch we have J. K. Blake, as agent, at Jenny Lind, who will flash a card at you after next payday.

E. T. Shaw is agent at Greenwood, and has turned a few out.

C. B. U. P. Div.—Greenleaf & West.

Changes have been frequent on this section recently.

J. W. Clossin is doing the owl act at Greenleaf, vice L. A. Strange, transferred to La Crosse, Kans.

W. Snider has been transferred to Linn as agent and operator, vice J. J. Ackerman, who has resigned. We understand he has accepted a position with the express companies at Holton, Kans.

C. E. McBride was promoted recently to the agency at Palmer, relieving H. B. Baumberger, transferred to Jamestown, Kans., as agent. Glad to see H. B. B. get this promotion.

C. W. Lynn has been appointed to second trick in dispatcher's office at Concordia, filling the vacancy made by the transfer of W. E. Brooks, who has held the second trick for the past four years. Mr. Brooks goes to Osawatomic as dispatcher.

During his stay on the Central Branch Division he has made many friends among the employees of all departments, and the boys along the line will miss his pleasant "TNX." We wish him success and a pleasant time in his new location. Mr. I. Lehmer, of Omaha, was with us a short time, working the third trick in dispatcher's office, but has returned to Omaha, and Mr. John Mack, recently from the Oregon Short Line, at Pocatello, is the new third trick dispatcher, filling the vacancy caused by the illness of Mr. J. A. Westrick, who, we are glad to say, seems to be improving, and hopes to be able to resume work again in a few weeks.

Mr. Snider could not stand the pressure at Jamestown, so Mr. Baumberger was sent there to relieve him. Harry is a hard worker, and possessed of the necessary physical qualifications, and will not have any difficulty in handling that station.

At Glen Elder, D. C. Morris relieves J. M. Daily, who goes to Omaha as ticket seller. Do not know who will be the permanent man at Glen Elder.

J. N. Selby has taken up the cross at Cawker. Understand he is pleased with the place. There is plenty of work there, but we notice calls are answered promptly there of late, which has not been the case for a good while.

A night office has been opened at Downs, and M. J. Campbell is the night man.

F. A. Carpenter, of Norway, is away on leave of absence, being relieved by J. K. Owen, recently from Goffs, nights.

H. A. Shuler, of Mount Clare, expects to take a thirty days' rest after the arduous duties of the winter. A. T. Brien is the relief man.

C. W. Mullenhour, of Pauline, is away on thirty days' vacation, relieved by C. O. Dowden.

J. B. Ansley, operator, Washington, has returned from a visit to Missouri. His position was ably filled by E. C. Robinson.

Div. Cor.

Canadian Pacific Railway.

I would like to call attention to the proper selection of the members of the protective boards.

From personal observations, I think there is very little care taken in making this most important election. Ordinarily a man occupying a first-rate position is selected on account of his elevated station and superior ability.

This is not right. First because he should be reserved for leadership and not exposed to be summarily dealt with, during or shortly after, the termination of trouble; second, it is unjust to the member himself, because he should not be made to expose himself, after years of successful efforts, to be sacrificed.

I do not mean to say that all are sacrificed, but they are all exposed to be.

Would you then blame them if they should look for some safe and secure method to sidetracking the many cases of grievances as they can?

Don't you think these men must naturally view the possibility of meeting their officers, with such matters in hands for adjustment, with a certain amount of apprehension as to the result of their action.

Why not educate the hardest-worked men, such as would have little or nothing to lose, amongst the membership, and bring them to the front when trouble arises? I am sure that backed by a good leader or spokesman, they would be the best possible material to put up a good fight, and it would leave no chance for the other party to work out a grudge.

CERT. 1145.

North Bay Division—

The telegraphers on the North Bay Division held a meeting on June 8th and although the number that got permission to attend was only about one-tenth of those entitled to be there, yet a very enjoyable and profitable time was spent.

The present conditions of the telegraphers on this great system were fully discussed, and it was pointed out that interest in the Order was getting to a low ebb, as grievances that were sent to the General Committee were pigeon-holed, and no reason given, and this, in more than one case. The matter of having meetings at least once in three or four months was discussed and agreed on, but it has been on this Division the exception, not the rule, to have a meeting once in about two years.

Several minor grievances were brought up and referred to the Chairman, to take up with the superintendent.

Members should understand that when they have any grievance they should report them in the proper manner to the Chairman, and not kick about being turned down before the committee is aware of their grievance through hearsay. The committee are not sent hunting up trouble, but will promptly handle any grievance sent them in a regular manner. Don't kick, and say the Order is "N. G.," when the fault lies with yourself.

The company has not seen a telegraphers' General Committee since our schedule was adopted, only last spring, and then there was not a grievance rectified. We are not getting any more to-day than we were five years ago, when we count the increased cost of living, etc. We have double the work on account of the company's business increasing, but nothing for it. We had at one time the best telegraphers' schedule on record, and now we have about the worst. If our General Committee don't do something soon there will be a resurrection that will surprise some one. You can not keep men paying dues and getting nothing in return. Look at the "nons" on the Brandon, Ottawa, Montreal, London and Toronto Divisions, and more on our own than should be.

If it is necessary let us pay our General Chairman and have him devote his time to us. The increase in membership would soon make it up.

Brothers, get a hustle on. Pay up your dues and get all "nons" into line, and something will turn up to make us solid.

Bring the banner back to the C. P. R. and don't be afraid or ashamed to speak out, and keep our noble Order before the public as one that "it its teachings are followed" will make men of slaves, enable them to realize their manhood and to know that in working for their fellow-man they are working for themselves.

FRANK.

Ontario & Quebec Division, West of Toronto—

I beg for a small space in our valuable Journal to endeavor to acquaint the brethren at large with the status of things on this pike.

I think in looking over the line and judging things from an O. R. T. standpoint, we are in a rather deplorable condition for such an important Division as this, something I fail to understand the reason for. The question has been very frequently asked: "Why are so many of our best members dropping out?" Can anyone explain? Things were never in a better shape than at the present time, that is, as far as wages, hours, etc., for the employees are concerned, but it requires complete organization to keep this up, something, boys, we alone are responsible for.

If you will bear with me for a moment or two, I will endeavor to give the names of the boys on our pike.

Commencing with Windsor we find Bro. Jno. Shaw, days, Opr. Ryckman, nights.

At Walkerville Junction, Bro. Purcell handles the levers.

Elmstead is manned by Bro. Spafford.

Bele River, a "ham" factory.

At Haycroft, we find Bro. Reed.

At Tilbury, Bro. Holman, agent, Opr. Telfer, nights.

Next we get off at Chatham and find two good O. R. T. men, Bro. Gould, days, and our Local Chairman, Bro. Jelly, nights.

At Kent Bridge, a "ham" factory reigns. Understand "W's" students have whiskers. Am afraid they are beyond teaching the business. Probably it would be a good idea if they would get a shave.

At N. Thamesville, our good friends, Bro. Hesketh, agent.

At N. Bothwell, Bro. Fraser reigns supreme. Opr. Davis, nights.

At N. Newbury, Bro. Crottie, agent.

N. Glencoe, I am sorry to say, is "ham" factory No. 3. Understand "MA" keeps his students busy bedding stock cars.

Appin Junction is manned by our old reliable friend, Bro. Gilby, agent, and Bro. McKay, nights. Think "Mc" must have attraction up the line. Notice he takes a run to Glencoe frequently.

At Caradoc, Bro. Smitherman, agent.

At Melrose, E. J. Shaw, agent.

Next we drop off at London depot and find things rather quiet since the dispatcher's and superintendent's offices have been removed to

Toronto. Nevertheless it has created two new offices in the telegraph service.

Opr. Weisbrod is at present working days, with Opr. Harkett, nights, London Yard. Opr. Ross, days, Opr. Rowe, nights. We will have to get after the entire staff at London, boys.

Pulling out of London we stop first at Thamesford and find J. Robinson, agent, Bro. Maxwell, nights.

At Embro, B. Smith, agent.

At Woodstock, Bro. Robinson, days, Bro. Pierce, nights, two good O. R. T. men.

Innerkip, Bro. Irving signs the balance sheet.

At Drumbo, J. Smart, agent.

At Ayr, Bro. Cassie, agent.

At Galt, Bro. Cassan, days. "JO" says he don't like boarding. Opr. Routledge, nights.

At Schaw, M. D. McPhee, agent.

Guelph Junction, Bro. Little, agent, Opr. Mitchell, nights.

Milton, Bro. Thompson, days, Bro. McVicar, nights. Two good brothers.

Streetsville Junction, J. McHenry, agent, Opr. Brawley, nights.

Cooksville, Relay Agent Bro. Wright at present signs the balance sheet, while Bro. Watkins takes a holiday.

Lambton, Bro. Hamnington, agent.

At Guelph, Opr. Burgess, days, Sister Miss K. Donnelly, cashier.

I will take a jaunt up the Ingersoll Branch while I am at it.

Beachville, Mrs. Sheppard, agent.

Ingersoll, J. Enright, agent, Miss K. Enright, operator.

Putnam, Bro. Perley, agent.

Harrietsville, Bro. Campbell, agent.

Belmont, Mr. Forsyth, agent.

St. Thomas, Opr. Deziel, days.

Having made an attempt to start the ball rolling I hope some of the other good brothers will keep it moving. CERT. 1445.

Crow's Nest Division—

Nothing has appeared from the "Crow" for some time and I fear the "boys" are allowing themselves to drift into indifference, although with few exceptions the telegraphers on this Division are "solid" men.

Though not very well posted I will endeavor to give a list of the Division and trust I have not called anyone "Mr." when they should appear as "Bro."

Sirdar, Bro. Carman, agent, Bro. Lawrie, nights.

Creston Junction, Bro. Chase, agent.

Creston, Bro. Rose, agent.

Kitchener, Bro. Burgess, agent.

Yahk, Mr. Doregan, agent.

Moyie, Mr. Hillier, agent, Mr. Hillier, Jr., assistant agent.

Cranbrook, dispatcher's office. C. D. & T. M., F. Walker. First trick, Mr. E. L. Chudleigh, second trick, Mr. K. F. Chapman, third trick, Bro. J. H. Scott. Bro. Scott was off duty for a few days, but as they couldn't find anything "agin"

him, he is again at the old post. Agent, Bro. Coleman, day Opr., Mr. Mallory, night opr., Bro. Bromley.

Bro. West, formerly of Moyie, is acting as secretary to Supt. Bury.

Bro. West was quarantined with Bro. Cline at McLeod. We are glad to learn they have been released and have resumed work.

Fort Steele Junction, Bro. Crane, agent.

Wardner, Bro. Austin.

Elko, Mr. Attwood.

Fernie, Bro. Cline, days, Mr. McMillan, nights.

Michel, Bro. Russell, agent, Bro. Hogg, operator.

Crow's Nest, Bro. Smith, agent.

Blairmore, Mr. Steves, agent, Bro. Mitchell, nights.

Bro. Ashdown, formerly agent at Blairmore, has embarked in business there. Wish you every success, Jim.

Pincher, Bro. Watson, agent, Mr. Thompson, nights.

MacLeod, Bro. Thompson, agent, Bro. Wilson night operator, Mr. Fyfe, day operator.

St. Mary's, the only lady on the Division, Miss McGee. Don't know whether we may call her sister or not.

Lithbridge, Bro. Kirkpatrick, agent, Bro. Kenny, day operator, Bro. Scurrat, nights.

Winnifred, Mr. Stanley, agent.

Grassy Lake, unknown.

Grassy Lake Pit, Bro. Kevin. The Midget says she's "OK," too.

Dunmore Junction, Mr. Fellows. The Order is almost solid on this Division and if the brothers would only take a personal interest in the welfare of the Order there is no reason why we should have a "non" on the pike.

"SLIVER."

Mountain & Shaswag Sections—

Bro. Armitage, agent at Okanagan Landing, is East on a vacation, relieved by Bro. D. McManus.

Bro. Tom Commiskey has resumed duty at Vernon.

The perfect Morse of our esteemed chief dispatcher, T. Downie, is to be heard on No. 1 wire again. Mr. Downie has been away on his vacation. During his absence our very able first trick dispatcher, Bro. J. D. Fraser, acted as chief. This arrangement let dispatcher Bro. Dan Stearman up to first trick. Dan can take up the slack in two operators and a "meet" between two trains at the same time, about as quick as it is done anywhere in North America.

We have a fine set of dispatchers at Revelstoke, every one a gilt-edged dispatcher and Order man. Bro. Tommy More, second trick dispatcher, sends the list at "17K" prompt and won't stand any joshing. A gentleman named Shaw is working on third trick. He was a dispatcher here years ago. He is a very pleasant dispatcher to work with and does well. First trick dispatcher Bro. Jim Fraser is East on his vacation.

Bro. Campbell, from Western Division, is the new night operator at Rogers' Pass.

Bro. Honey has accepted agency at Field. Bro. A. W. Sharp will return to Enderby.

Some time ago a circular was issued calling for funds to cover the expenses of the Local Committee who were about to meet. The monetary response to the circular was not as it should have been. The committee should not be expected to pay their own expenses and wait several months before they are reimbursed. We can and should put up the money necessary, and not expect the committee to do the free lunch act. Your committee should be expected to live like gentlemen when they are meeting the superintendent, then other people will know they are representing gentlemen. If the committee should decline to meet until every member on these sections had contributed it would meet with the approval of

CERT. 744.

NOTICE.

Nominations for officers, representatives and alternates for System Division No. 7 are now opened and will be received at the office of Bro. P. D. Hamel, Assistant General Secretary and Treasurer, Blue Bonnets, Quebec, up to and including July 31st. Any received after that date will not be accepted.

According to Section 55, of the Constitution and Statutes no nominations will be considered unless signed by at least five members employed on the Division or territory for which the nominee will stand for election.

The officers to be nominated are:

General Chairman for the entire system.

Assistant General Chairman for each General Superintendent's Division.

Local Chairman for each Superintendent's Division.

One representative and one alternate, St. John, N. B., to Megantic, Quebec, and branches.

One representative and one alternate, Megantic to Smith's Falls and branches, and Montreal terminals.

One representative and one alternate, Smith's Falls to Windsor, Ont., and branches.

One representative and one alternate Quebec to Chalk River, Ontario, and branches.

One representative and one alternate, Chalk River, Ont., to Port Arthur, Ont., and branches.

One representative and one alternate, Port Arthur, Ontario, to Brandon, Man., and branches.

One representative and one alternate, Brandon, Man., to Laggan Alba and branches.

One representative and one alternate, Pacific Division.

Yours fraternally,

P. D. HAMEL.

Ass't Gen'l Sec'y & Treas.

Blue Bonnets, Que., June 28, 1901.

Union Pacific Railroad.

Kansas Division—

Bro. J. C. McCandles, nights at Salina, has resigned and moved to his farm near Lincoln Center. Bro. "M" was a good member of our Order and we are sorry to lose his company. May success attend him. A Mr. Ress, from parts unknown, succeeds to the vacancy.

Bro. Switzer, nights at Abilene, has moved his family from Iowa and is again happy.

Bro. Breidenstein, days at Abilene, has been laying off a few days recently. Relieved by T. H. Jones.

Bro. J. L. Chandley, manager at Junction City, and wife, visited a few days last month with friends in Kansas City.

Bro. L. C. Stout, nights at Lawrence, is laying off for thirty days and visiting at Tonganoxie with the friends he loves so dear. Bro. Sherfy is in his place at Lawrence.

Bro. J. E. Drummond is nights at Wamego permanently.

Dispatcher Hillyer is receiving the congratulations of his friends on a new boy arriving at his home to claim a share of his time and attention.

L. P. Hartzell relieved for a short time the agent at Clay Center and is now at Topeka, nights, for a few weeks.

Sister M. L. Doering, manager Topeka, is taking an extended vacation and gone to her old home in Canada, where she is enjoying a cool retreat safe from these warm sunny days of Kansas.

Bro. Enochs has been transferred from nights to one of the day tricks at Topeka during the absence of Sister Doering.

Bro. Ralph Williams, formerly on this Division, and later with the Postal at Des Moines, is now holding a place with the Chicago & Great Western at Oelwein, Iowa.

Bro. A. C. Hildrup, of the Junction City force, is off on thirty days' leave and will visit at Salt Lake and other places in the West. "AC," we miss the sound of your inimitable fist. A pleasant trip to you. Bro. D. C. Leach, nights, succeeds to the vacancy days, and is in turn relieved by C. B. Lane, an old one from the O. S. L.

Claire Rice, son of Bro. Rice, agent at Randolph, relieved at the Western Union office, Manhattan, a few days last month. Claire will be an O. R. T. at the proper time.

Bros. Dolphin and Perham passed over the Division recently en route west and were greeted by a number of the brothers.

There are a few on this Division still out of the Order, who should join. They are receiving nice dividends each month in the form of overtime, and it is about time they should awake to the situation that it is their duty to help support the bridge that carries them over. We hope they will take a gentle hint. A continued persistence to accept all and do nothing in return is not conducive to friendly relations with their brother operators.

PAUL KREUGER, JR.

Eastern District of Colorado Division—

As there has not been any correspondence from this Division for some time will try and write a few items. Our Division is solid and have several "nons" on the Division who have promised to fall in line payday. Therefore, I see no good reason why this Division should not have a few items each month.

At Athol we find Bro. M. J. Wright, days, a late arrival from C. & N. W., and Opr. Teague, nights, who is not a member, but promised to come in payday, a late arrival from A., T. & S. F. They are doing the bachelors' act, and claim they have chicken every day, but I doubt it.

At Carr we find our old war horse, Bro. D. McNamare agent and day operator, and a new man, nights. Have not been able to find out if he is a member or not.

At Eaton we find Bro. G. D. Atkinson as agent, and Bro. Glasgow, day operator, who relieved Bro. Stump, Bro. Stump being transferred to "UD" relay office at Denver, nights.

At Lucerne we find Mr. Davis as agent.

At Greeley, C. C. Carroll as agent, and Bro. R. Norcross, day operator, who always has a friendly smile for the ladies, and Bro. J. Marlow, nights, who relieved Bro. Dennis, who was transferred to Iliff.

At Evans we find Bro. J. P. Fasleugh as agent and operator.

At La Salle we find Bro. C. E. Yonker as agent, and Bro. Shorty Ashton, nights, who is always ready to tell you how it happened.

At Platteville Bro. F. E. Sheffer as agent and operator.

At Lupton Mr. Wright as agent, and not a member; don't know what the reason is.

At Brighton, W. Gregory, agent and day operator, who has fallen from grace years ago. It will be a long, sad story judgment day. Mr. Vaughn, night operator, a late arrival from I. C. Ry., who promises to get a card in the near future.

At Jersey we find Mr. Cole, days, and Mr. Hall, nights. Regular day man, Bro. A. B. Haines, off on four weeks' leave of absence. We understand he will bring his bride with him when he returns. We extend happy congratulations. Don't know what's the matter with Hall and Cole. Would suggest some of our brothers who are near by should try and have them fall in line.

J. Monroe, of U. P. system, Division 6, for past fourteen months in local freight office, B. & M. R., Denver, has been appointed cashier and ticket clerk D. & R. G. and F. & C. C. Ry., at Florence, Colo. CERT. 502.

Fort Worth, Texas, Division 19.

This is one of the oldest local Divisions of the Order, and one that for many years enjoyed the distinction of being the banner Division of the Southwest. While the organizing of System Divisions in the territory has caused Division 19 to lose some of its old-time prestige, it has, nev-

ertheless, retained quite a membership, and, being the only Local Division in Texas, it occupies an important position as "caretaker" of those of our craft who are employed upon lines of railroad in this state and Mexico which are not organized into System Divisions.

On Monday evening, June 17th, Division 19 held its regular meeting, and there being vacancies created by present incumbents in office not being able to attend to the duties thereof, the following named brothers were selected to fill the unexpired terms: Bro. B. H. Green, as chief telegrapher, and Bro. J. R. T. Auston, as secretary-treasurer. There is no doubt but the election of Bros. Green and Auston will put new life into Division 19 and enable it to continue to be recognized as in the past, as a very useful and important camp of our Order in Texas. Applications have been received recently from the Aransas Pass and the Rock Island roads, and others are promised, there being no good reason for not affiliating with us, and every reason for doing so.

The attendance at our last meeting was very encouraging, and every member present expressed a determination to make an effort to secure an application from the "nons" in and around Fort Worth. Address all correspondence to J. R. T. Auston, General Delivery, Fort Worth, Texas. Don't forget that the new six months' term commences July 1st, and that dues should be promptly remitted and a new card secured.

Fort Worth is the banner union city in Texas, and the "good old Order" is well represented through Division 19. There are forty-three unions here, a wide-awake Trades Assembly, a progressive Building Trades Council, and an up-to-date labor paper, that enjoys very liberal patronage. This being the dull season in Texas, there is not much demand for telegraphers, and there will not be before September 1st.

We are very much pleased that our former grand secretary-treasurer, Bro. Auston, has decided to locate in Fort Worth, and feel assured that the affairs of Division 19 will be carefully and energetically looked after by him and our new chief. As I have been appointed "Correspondent," I will endeavor to utilize some space in our journal each month and keep you advised as to our progress. CERT. 1256.

Cincinnati. Hamilton & Dayton.*Cincinnati Division—*

Bro. Townsend is back to Whitfield again on account of the reinstatement of Mr. Cochran at Glendale, and Mr. Scott is extra agent again. This was rather a "raw" deal all around, more especially as all parties had just moved their families and household goods, but "such is life among the lowly."

Bro. Wagner is still the same old boy at Miamisburg, nights. It seems to just suit him. "Wag," we ask two things of you. First, attend the next meeting; second, help us get that day man of yours.

At Middletown we find things in about the same shape as Miamisburg. Night man, Bro. Hoesteder, all O. K. in every particular, but the day man can't see the light.

Bro. Stenger, day man at Busenbark, has recently taken unto himself a wife. I regret that I am unable to give the exact date of the happy event, nor the bride's name, but she has made a good choice, and we congratulate you both most heartily. Don't forget, "Steng," that several of us smoke.

Bro. Coleman is working as operator in Mr. I. F. White's office at present.

Mr. Steding, night man at Jones, is relieved for ten days by a new man, Mr. Caufield. You must try and keep awake, Steding.

Bros. Birdsall and Hummel, of Glendale, are two of our new members, and we think splendid good timber. Bro. Birdsall attended the last meeting, and neither of these boys can endure hearing a word spoken against the O. R. T. and unionism. "Hum," don't you wish the college girls would leave every week, instead of only once a year?

Our general chairman, Bro. Wenk, "hangs up" at Wyoming, the next station south. You all know him. If you don't, come to the next meeting and get acquainted with him, and see how he goes at everything in a business-like way. He does his part, if we will only do ours.

Am afraid I cannot locate the boys correctly any farther south, except Bro. Hoover and Bro. Cartwright are at Winton Place, and Bro. Smith at Fairmount. Will "cut this out" and leave some other brother to finish where I leave off. They are quite numerous down on double track now.

CERT. 67.

Toledo Division—

The journal for June has just been received by the boys in Toledo. The journal has gotten to be an excellent magazine, but there is one thing which it is sore in need of, and that is notes from the Toledo Division of the C., H. & D. Ry.

For several months we have not heard a word from this Division through the columns of this worthy medium, and one would be led to believe that no one was in existence up here at all; but we are, and we are here good and strong, too; so I will line the boys up, so as to let the rest of the world know we are still on earth.

Everything is running smoothly up on this end of the line; it seems that our chief dispatcher is a little short of men just now, and men who can do the work do not seem so plentiful. There are a number of other roads running into Toledo, who are experiencing some difficulty in obtaining men. This is a very good sign, and looks as if the student question might be receiving a little of the proper kind of attention. Of course, there are plenty of operators as yet, but it is a fact that we do not see the number of operators out of work which we did a few years ago. There is some cause for this; there may be more than one cause; but it is an assured fact that the O. R. T.

is one of the chief promoters to this state of affairs. Let us live in hopes that the good work may continue, and that the time is not far off when operators will be able to command the rate of pay, and privileges which are justly due them.

But to line the boys up and give you fellows on the other divisions some idea where we are working:

Leaving Lima and coming north, we first have the yard office at North Lima. Here Bros. Coffey and Scalf work both ends of the wires, and are, accordingly, kept pretty busy.

Next there is Bro. Martz, at Cairo, finds plenty to do, as he is an allround man, and does a little of everything.

Then comes Bro. Killen and Mr. Taulder, at Columbus Grove; you have not been attending very many meetings, Jim; you should get down once, and then you would want to go again.

Next in line comes Bros. Ford, Heckford and Chase, at Ottawa. Jim is laying off for an indefinite time, and Heckford and Chase are running the place. They are about the boys that can run it, too. Was glad to see you down to the last meeting, "Ike" Louy; come again.

Leipsic Junction is next in turn. Bros. Miller and McFarland hold forth here. You have not been down to a meeting for several months, now, Miller; what is the matter with "U"? We have just as good and better meetings than we used to. "Dad Burn It" gets down as often as it is possible for him to do so; he would have to come to get those sausages, if nothing else. They are pretty good, "Mc."

Now comes Bro. Veitch, at Belmore, working as hard as ever.

Then we strike Deshler, and find Bro. Metz and Liggett. You did not stay very long as agent at Weston, Jake; what was the matter; too much like work for you?

Bro. Hillman, at Custar, busy with his butter and eggs and chickens.

Next is Roe and Miller, at Tontogany. Miller is one of the new men; we will be glad to make his acquaintance. Don't hear much more of Eddie since he came back from "DS."

Van Norman, at Perrysburg. We would like to have you make up your mind to join the good cause, Van; better do it. McNally answers "I" after the sun goes down. Hoglen, at "KY," says he wishes you would not wake him up at such unearthly hours.

Then we have Smith and Hoglen, at Rossford. Both try to get to all the meetings they can, even if it is a long distance to go. Too bad "I" has not got a day job, so he can go and see her every night, instead of only every afternoon and six nights out of the week.

There is Billy O'Brien over at the dock office. He is a good brother, but watch out for him when he starts to send the morning dock report, for nothing will stop him. Was glad to see you down to the last meeting, "OB." Come again.

Next is Pennsylvania Junction. Bros. Burgoon and Gelwicks, with a great amount of hard work,

manage to hold this job down. Too bad, boys, you have to work so hard.

Bro. Batchelder, over at "FS," is always busy. If he can find nothing else to do, he will jump on the pony wire and give Smith over at "KY" a chance to exercise his pencil.

LOCAL CHAIRMAN.

Delphos Division—

We have again to come confessing that we neglected our duty by not sending in our correspondence, as we ought to have done, but were glad to see that some one was kind enough to put up a few lines for us. That's right; don't wait, if you know anything don't be afraid to say so; we won't kick; we're glad to hear from anyone; do something, if no more than turn us a cold shoulder; that will even be cooling this hot weather, and will be very much appreciated.

We hear the boys on every side. Say, it beats all how much work this pike is doing. Yes, that's no fib; we know something about that ourselves, and no vacation in sight.

Bro. Short still off on his vacation. Says he hopes it will last until business dies down a little, as he was about foundered on Canada and Buffalo water, and says he is afraid to undertake to digest a job like that so soon after his recovery.

Bro. Tom, at "RA," too busy to attend the wedding of his sister; that's tough.

Bro. Berger, of "YO," and Mr. Thompson, train dispatcher, of "DS," took their summer outing last Sunday north on Cincinnati train, report not as good as they have had, but was best they were able to get at the present. It no doubt did them some good.

Everything else in same old rut this round.

Brothers, don't be afraid to write up a few items. We will share our space with you and be glad for them.

Div. Cor.

San Antonio & Aransas Pass.

I read with pleasure the "writeup" from the S. A. P. in May journal, and as I would like to see the good work go on, thought I would contribute a few lines.

Business is good; stock rush still holding its own, and "water millions" being shipped by the train load.

"Little Willie," don't you wish you were here, and, by the way, "Have you seen George" lately?

On account of melon rush, Agent J. L. Deubon, at Mathis, has H. M. Wimberly assisting him as day operator.

Temporary telegraph office opened at Ingleside. Mr. Moore, of Cuero, in charge.

Night office opened at Beeville. Mr. Arthur Ezzell is owl. "A," you certainly like to call "KY."

J. M. Goforth, of Beeville, days, is on sick list. Hope you will have speedy recovery, "G." Opr. W. B. Grizzard relieving Mr. Goforth.

J. H. Bain, from San Antonio freight office, has been promoted (?) to Kenedy, nights, and is holding forth at the "shanty." Jimmie is a good boy, and as this is his first venture, success to him, and hope some day to see him wearing the button.

Bro. Kennedy, from Cameron, days, has been promoted to "WS," San Antonio, days, and is well pleased with the change.

J. W. Myers, who has been agent at Ganahl for the past month, has returned to Yoakum as cashier in the freight and passenger department.

W. Bagwell, of Edgar, succeeds Mr. Myers at Ganahl, and Mr. Skiles, of Flatonia, is stationed at Edgar.

Agent J. S. Douglass and wife, of Yorktown, are taking in the sights of the Pan-American Exposition at Buffalo, Relief Agent Rogers relieving Mr. Douglass.

A. B. Williams, formerly relief agent, is now located at Rock Island permanently. Understand congratulations will be in order in the near future. How about it, W?

Have secured one new member this month, and have promise of two more. Wake up, boys.

MARRIED.—May, 21, 1901, Bro. E. R. Tarver, of Gonzales, Texas, to Miss Victoria Yelvington, of Lavernia, Texas. Heartly congratulations, Rex.

CERT. 886.

Williamsport, Pa., Division No. 24.

At our last meeting we initiated two members, and had one application, which at this writing has been increased to three.

Bro. Klingenberg is working the lower end, and Bro. Mulhern doing the same thing up above. They mean death to the nons, etc.

Mr. Weaver, at "RF," who is the happy father of twins, had sorrow in his family by the loss of his mother. He has our sympathy, in all.

Organizer and Bro. J. G. Cleaver, of Boyertown, Penn., stopped in Williamsport on his way to DuBois, Penn., to capture the outcasts.

Everything in readiness for the new tower at "BY," where Bro. "R." will find it much more convenient to make goo-goo eyes at the fat lady. Roger, this is bad eye. Keep your eye on "Billy."

Bro. Scott favored those present at last meeting with an eloquent plea for the Order, and deserves much credit for interest he takes. It was not to be wondered at, when one brother said, "That old duck is a wonder."

"Shorty" Miller and Lank Nicely both were hit with the goat last month, and are now working things up strong. Keep at them all.

Bro. Buck, at "Q," is working daylight, owing to the death of Mr. Knauff's mother. We see Bucky's finish, if he works daylight much.

We should all go after the day man at "DE," as he has promised long ago to fill one out. He will hear from the scribe soon, U Bet.

Glad to hear Bro. Elliott pounding brass at "MS" again.

Isn't it about time for Jack, at "A," to come in out of the sun? We are always patiently waiting, Johnny.

Bro. Hayes is improving slowly, and we all hope to hear him soon again.

We would be pleased to see Bro. Getchell's smiling countenance at any of our meetings, if he can spare the time away from the Oleo.

The Canada. Division is to be congratulated upon securing the services of two such operators as Bros. Utes and Dale.

Bro. Lamm injured one of his bones by the use of a pin, so they say.

Michael Angelo, night owl at "DY," is in, and quickly talked his Sunbury Division friend in, so we have an increase all around at "S."

Bro. H. F. Grieb copied for "The Only Jim" a few days last month, and also showed up at the meeting.

Uncle "Rube" has returned from New Jersey, where, reports say, he was gold-bricked again. He is still in the chicken biz, however.

Only one guessed who Del. and Monte was, so will cut out and watch for the lady to get back at the two.

CONNIE MACK.

C. & N. W. Ry.

Madison Division—

Was glad to see that some Wisconsin Division brother had sent in some items from that Division. Now let some of you fellows on the Ashland, Galena, Peninsula and all the other Divisions come out with a little news once in a while, and it will undoubtedly serve as a means of raising and keeping up the interest of those who are members, and also those who are not. Call the attention of non-members to these articles, and show them the other good qualities of our official organ; let them know we are still alive and doing business at the old stand; get their interest aroused, and the rest is done with paper, pen and ink. There are too many of these cries, "What benefit do I get from it?" One thing, gentlemen, all the money you pay into this Order—dues, premiums or insurance, etc.—would not begin to pay your premium on an old line life insurance policy, and ours is just as good, to say nothing of the other benefits to be derived from being a member of the O. R. T. But we should be solid, united to a man, not one here and there, and they all half-hearted. Come on, fellows, get in, and the sooner the better for all concerned.

L. M. Davis, of the freight house, at Beloit, and his wife, have been away on a vacation trip, Mr. Davis' place being filled by O. S. Johnson, who was in turn relieved at Tower "EA" by the night man, Utter, and Mr. Waterman taking the sleepy shift.

Webb Brown, of Cobb, is away on a Western trip, while I. Mathews drums up the business from Highland during his absence.

Frank Loos is doing the day work at Caledonia, and Alex. Wilson, nights, while Mathews is in on the extra agent's list.

Charley Schubert, who has been working extra at Madison and Kirkland, has gone to Fellows for a couple of months, while business is rushing over the cut-off.

W. F. Copeland has again resumed his labors at Jeff. Junction, after a sojourn at West Baden. Cope must have joined a new lodge down there, as we noticed he rode the "camel."

Billy Himmler is assisting Agent Frank Willey in swearing at the troubles at Reedsburg, while Georgie Winchester is improving golden chances at Upson.

Ernest Bentley, of Madison, has joined the ranks of Benedicts, being married a few days ago to Miss Matilda Miller, of Baraboo. They are enjoying a trip in Iowa. Will Sullivan works the wires during Bentley's absence.

F. H. Jones worked one day in "BO" office, Baraboo, while Miss Gayland was sick.

G. B. Dash, agent, operator, clerk, postmaster, mayor and several other things at Kirkland, Devil's Lake, is off on a short vacation. Wichern working days.

Frank McIntosh, of Lodi, was off, sick, several days, Mr. Irwin holding his chair down.

The gravel pit at Beloit is opened up, and gravel trains running again. More trouble for the boys north of Baraboo.

The Wisconsin Division seems to lack good operators, as they quite often ask for men from our Division, but we have none to spare, it seems.

William Joehnke has been on a visit to the Pan-American for the last month, his brother, Emil, filling his shoes, nights, at Jefferson.

J. E. Keane, North Greenfield, was away a few days. W. Collins, relief.

Eddie Boehm is kept hustling around, living at Waunakee, to relieve H. L. Reeve several days, and now tending the transfer at Trempealeau, while Mr. Sparling takes a well-earned rest.

John Hull, who works the cross line trick out of Baraboo, is on a two weeks' trip to Buffalo and other Eastern points.

Joe Bodenberger is relieving Lew Schnneider at Dousman last few days.

B. J. Cook, agent at No Freedom, who was attending the M. W. A. meet at St. Paul, is again holding forth at his stand.

Hiram W. Brooks and Miss Cora Beardsley, of Baraboo, were joined in marriage a few days ago. It's been some years since we saw "Winnie," but we extend our heartfelt congratulations. He now holds a position as operator at Fairchild, on the Omaha line.

Miss Eva Richards is once more at Elmo, after a long vacation. F. H. Stephens held forth there during her absence.

J. J. Gray has been relieved at Galena by Harry Ralph, as agent.

Seems to us Joe Elger goes to Madison pretty often, but we "13" there is a rare Lily over there. It may be a flower, they mean, or it may not. Ask Joe.

Chas. Rahbar and Miss Katherine Lillie were married at Caledonia June 26th. They are enjoying a trip to Duluth, Superior and other Lake Superior resorts. No, thanks; we don't smoke.

CERT. 376.

Southern Pacific Ry.

The general committee of Southern Pacific System, Division No. 53, met in San Francisco at 10 A. M. Monday, June 10th, at Red Men's Hall, and remained in session from day to day until Saturday evening, June 15th.

The general committee placed System Division No. 53 once more upon a good working basis, and completely severed it from entangling alliances that would retard its work and inevitably cause it to lose many of the advantages that it has gained in the past. Confidence in the integrity and intentions of this flourishing sub-division of the O. R. T. has been restored, and nothing can now interfere with its further progress.

The general committee waited upon the officials of the Southern Pacific Company, and were successful in getting many little matters adjusted that had been causing friction in the past. The conferences were conducted in a friendly spirit on both sides, and tended to strengthen the cordial relations that have been manifest between the Southern Pacific Company and its telegraphers for many years past.

President Dolphin and Grand Secretary and Treasurer Perham attended the meetings of the committee, and their presence was highly appreciated.

Circular No. 9 has been issued to the membership, which gives a more detailed and lengthy report of the work done. One of the most pleasant incidents of the meeting took place when Bro. E. G. Wolever, who acted as general chairman during a part of last year, made the Division a present of his bill for salary and expenses already receipted. This unexpected action took the committee by surprise, but it is safe to say it will find some way of getting even with him before the incident may be considered closed.

The members of the general committee returned to their homes filled with enthusiasm and good resolutions. They will, with the help of their constituents, endeavor to solidify the ranks in order that System Division No. 53 may keep its banner safely in the vanguard.

All correspondence for the Division should be addressed, and remittances made payable, to D. W. Koppikus, general secretary and treasurer, East Oakland, Cal.

CORRESPONDENT.

To Members of Division 53—

I desire to thank Mr. and Mrs. S. A. Thompson and members of the O. R. T. System, Division No. 53, working between San Antonio and El Paso, Texas, for a purse of \$10.15 handed to me by Mrs. S. A. Thompson, of Longfellow, Texas, who kindly sent out fifty circulars in my behalf,

asking for 10 cents from each member. The call was most generously responded to. My warmest thanks to you all and to the editor who kindly prints this card.

Very truly yours,

MRS. CLARA RUSSELL.

St. Martinville, July 2.

WHAT DO THE INSTRUMENTS SAY?

What does the telegraph instrument say,
Clicking and clicking the whole livelong day—
Clicking the words off, by day and by night,
Giving no thoughts to Time, in its flight?

Some one made happy and some one made sad;
Some one made richer, some lost all they had.
Many a heartache and many a smile,
Still they keep clicking and clicking the while.

What are you saying all the day long?
Always and ever the same old song.
Summer and winter, morning and night,
Clicking off messages, telling them right.

Over the wires the messages go,
Burdened with gladness, or laden with woe;
Many with joy, and good news in their train,
Making a sound like the pattering of rain.

Do you not know what they're saying, my dear?
Can you not read it, do you not hear?
Hark, there's a message,
"Will be home to-night,"
Making a mother's heart happy and light.

Listen, another is clicking to say,
"Willie, our baby, has just passed away,"
Leaving some home in sorrow and pain,
But there they go clicking and clicking again.

By day and by night, like soft summer rain,
Merrily clicking and clicking again;
Telling off words, now fast, now slow,
Through the little telegraph office they go.

—Mrs. Clara M. Jacobsen.

Bethany, Cal.

Grand Trunk Railway.

Having accepted the position of Assistant General Secretary and Treasurer, I trust that all members of the Division will do their utmost to assist me in this work. The officers of your Division and myself have taken the matter in hand of making System Division No. 1 the banner Division of North America. We have the material to do this, and if the membership will do their part I am sure your officers will do theirs. We intend using economy in every direction, so that your Division can be put in a good healthy financial condition.

There is one way by which the members themselves can save the Division considerable money, and that is when you are notified of your dues

being due, if you would pay right up and not get indifferent, just as though you did not care whether school kept or not, and by that make it necessary for the assistant secretary to correspond with five or six hundred members to get them to pay their dues. All this costs the Division a lot of unnecessary expenses. Also, the assistant secretary an extra lot of work.

Now, I feel confident you are all going to pay up "OK" this half year's dues.

Just as soon as things can be put in shape, your General Committee intend going to Montreal to have the present schedule revised and a new and better one secured, and you must understand that this will cost the Division considerable money, and is one reason why you should pay dues at once.

Generally speaking the Order in Canada never before had such bright prospects of becoming the leading labor organization as it has to-day.

As you have been notified before we now have what we should have had here in Canada before, but for some unknown reasons it never came, and that is a Third Vice-President Bro. D. Campbell, late S. Q. R. agent at Drayton, Ont., and a member of our Division, is the Third Vice. He has just lately started out with his new duties, and is meeting with unlooked for success. He proposes pushing the work of putting Division No. 1 in first-class shape, then thoroughly organize and schedule every road in Canada, and it is expected that every brother will assist our Third Vice-President in his work. Bro. Campbell will in a few days commence a series of meetings all over the system. You will be notified later as to when he will be in your neighborhood; and it is hoped that all agents and operators will attend and find out what is being done by the Order.

With best wishes, I am

Yours fraternally,

D. L. SHANE,

Ass't Gen'l Sec'y & Treas.

769 King st., London, Ont.

Fifteenth District—

Each month as I pick up THE TELEGRAPHER I look for items from this district, but, alas, none appear. The cause of this I can attribute to one of two reasons. We either have very listless members or they are so very modest that they are timid about sending items for fear they should be consigned to the waste basket.

I am inclined to the last idea because Bro. Campbell has recently been among us and when he leaves he leaves nothing but very enthusiastic members.

Should he not have called on you as yet, I would advise that you get your \$7 ready, as he means to have you. And why shouldn't he get you? Just think of the C. P. R. trackmen demanding \$50 per month, minimum for signal men. And they will get it. Surely your services are worth as much to the company as the signalmen's are to the C. P. R.

The election of officers will soon be here. Now, boys, is the time to put in your Local Chairman. Vote for the man you consider the best able to fill the position. There are a number of good men on our district. Choose the very best.

I will now mention a few changes that have recently taken place.

Bro. Benjafield, of Guelph City, days, promoted to London repeating office.

Bro. Baxter, of Guelph Junction, promoted to Guelph City.

Bro. Middletoon, of Guelph Junction, nights, promoted to days, same place.

Relief Opr. Madgett filling Guelph Junction, nights.

Bro. Faskin, "owl" at Weston, promoted to day operator at Stromness. Opr. Holmes filling Weston.

Some of the boys have been taking holidays.

Bro. Tretheway relieving Bro. Dixon at Petersburg, and Opr. Jackson, Berlin. Opr. Duff relieving Bro. Sharpe, at Shakespeare, and Opr. McBride, at Brampton. Relief Agent McEwing relieving Agent Harvey, at Parkhill. What's the price of pork at "PK" just now, "Mc"?

CERT. 288.

Northern Division—

A few words to brothers of the Grand Trunk. On perusal of our Journal month after month and not a word from any member on the road, it leads us to regret that there is not a Milton or Longfellow among us who would endeavor to keep us informed as to what progress we were making and judging from this and many other facts, why it leads one to think we are not taking the interest required of us to make the Order a success, as when we read the "Fraternal" news we hear from almost every road, which is very interesting reading, and I therefore ask why we should not make this valuable letter book a more interesting study for ourselves and make our great interest in the work felt among those who are still outside of the fold, which I am sorry to say are many, especially on the Northern Division, and who are apparently waiting for some persuasion, which I think is only more evidence of the great need of a organizer, which I deem is our duty to appoint and support.

It is really gratifying to note what rapid strides is being made in membership on other roads, which I presume, is due to a great extent to the organizers in conjunction with the able assistance rendered by the brothers.

In conclusion I then ask why should we not as employees of the G. T., exert ourselves as is being done by the boys of other roads and increase our membership, which will enable us to receive compensation, comparatively speaking, in proportion with other employees on our road, namely, trainmen, conductors and enginemen, who owe their present salaries to their different organizations.

Hoping some other brother will continue this, I will await further developments.

CERT. 2815.

Middle Division—

There not having been any meeting but one on this District during the past two years, and as Certificate 436, in June issue, properly puts it—meetings are without doubt the best and only satisfactory means of not only becoming personally acquainted one with the other (a necessity), but also of discussing, exchanging and developing ideas which individually cannot be done, I would say, Wake up, worthy Chairman Fifteenth District; get the boys together, because if we do not help ourselves collectively, we cannot expect others to help us; and there are certainly matters of great moment to us as members of the O. R. T., and members of a respectable profession, which should be thrashed out so as our representative may have an intelligent idea of what is required; otherwise, he cannot do justice to himself or us.

Why should we, as men with a profession—men with the responsibility of lives at their fingers' end—men who are required to dress well at all times—men who are required to be thoroughly versed not only in telegraph duties, but in passenger, freight, express, money order, baggage and multifarious duties—not have a minimum salary better than any city or country scavenger? It's preposterous.

Then, again, we have to work Sundays. Why is our salary computed as it is? We are the only class of labor whose monthly salary is computed any other way than in the number of working days in the month, and other labor at a ten hours a day and less, at that. Other vocations get time and a half and double time Sundays. Why not us, if we have to work Sundays, but Sunday work should be frowned down upon.

Extra time, 15 cents an hour—a grand wage, is it not? Not a laborer's wage.

Why should we be called upon to be in two places at a time, and held responsible if anything goes amiss in either?

Why are proper facilities not provided by the company for handling of heavy baggage, now they have taken so much assistance away?

Express commission and facilities for handling heavy and dirty express require attention on G. T. as voiced by others.

Great Northwestern, who pay the elegant sum of 50 cents to \$1.50 for 324 hours' attention to their wire, and who exact minute excesses and impertinently threaten a reference to railway authorities any inattention, requires adjusting, and various other matters should be attended to; but I must cut out for this time.

Wake up, boys; think for yourselves, as you cannot expect a few members, your district chairman nor your committee, to remedy matters of which they are partially ignorant, or ill-informed.

The old saying, "United we stand, divided we fall," was painfully evident by our past existence, and is forcibly demonstrated by our present standing, which standing can only be bettered by proper work, emphatic and united methods. Next!

CERT. 804.

Twenty-second, Twenty-third and Twenty-fourth Districts—

A second meeting of our summer series was held at Palmerston June 16th. Owing to unforeseen circumstances, the attendance was not as large as was anticipated, but was representative, and the meeting will be productive of good. Brothers, make special effort to attend these meetings. They will do you good, and advance the interests of the Order. It is noticeable that those who have attended one will invariably be present at others, if at all possible.

Some changes have taken place on these districts since last report. We understand that Bro. Cornell, of Hespeler, has been notified that his services are no longer required, owing to failure to work the "block." While not pronouncing on this particular case, the ideas of some officials regarding the "block" rule appear to be peculiar. We have heard operators "called down" on the wire more than once for delaying trains by observing the block, yet here is a good man dismissed for an oversight, although no damage resulted. Bro. Cornell is succeeded by the old reliable, Bro. Heyd, late of Attwood, who in turn is replaced by Bro. Moore, from Brucefield, whom, we imagine, will be pleased to hear the tick of the sander again.

Time and space will not permit us to name all the members on these districts this time, but we give a partial list, which will be completed later.

At Owen Sound we find Bro. Pinkerton, with an assistant, who will be with us as soon as eligible.

At Shallow Lake Bro. Harris still "holds the fort," turning out cement by the train load daily. If there is a case of injustice on our Division it certainly is in Bro. Harris not being allowed an assistant. Plenty of work there for two men.

At Park Head Bro. Morrison is a terror to shippers who would take advantage of the company by underbilling.

Bro. Smith, at Wiarton, is still busy with ties and fish, and Bro. Cordingley, at Hepworth, with lumber. Wonder if they have struck oil yet.

At Allenford—is it Bro. Elkerton? We fear not. What is the matter with Billy, anyway?

Bro. Wesgate, of Tara, and Bro. Clancy, of Chesley, are busy men.

At Elmwood we find the old standby, Bro. Goulding, our local chairman.

Bro. Bell, at Hanover, does a rushing business in cement and furniture, as also will Bro. Liesmer, at Neustadt, when the new factory is finished.

Bro. Faskin, at Ayton, is still sending out flour to feed the hungry natives, while Bro. Essery, of Palmerston, pounds brass twelve hours daily, and keeps "Tony" guessing considerably.

On the Southampton branch we have Bros. Hogarth at Southampton, Cameron at Port Elgin, Rose at Paisley, Somerville at Cargill, O'Brien at Mildmay, and Smith at Clifford, all good men, and true.

Bro. Vallee, of Palmerston, 'eeps our lines in order. What would we do without Archie?

At Moorefield we find the wit of the district, Bro. Sutton, who likes good "aitin'."

But we must halt and endeavor to complete the list next time.

We were pleased to meet our old fellow-worker, Bro. Guthrie, of Ingersoll, a short time ago. The change appears to agree with him.

Bro. Laurie, of Lucknow, has been visiting his parents and renewing acquaintances at Elmwood. Bob appears to fare well among the Highlanders.

We wish to refer here to a suggestion by the Third Vice-President regarding correspondence, which is worthy of consideration. It is that each local chairman appoint a local correspondent, the latter, in turn, to appoint an assistant on each branch of his district, who will keep him posted as to any changes or other happenings on their respective territories, these assistants to report to the local correspondent about the 15th of each month. The latter will then write up the news of his district and send the same to the General Secretary, who will rewrite in triplicate with his mill, sending one copy to Bro. Perham, one to the Assistant General Secretary and Treasurer, and keep one himself.

By this means our officers will be kept posted as to each member's address, and can revise the mailing readily. The idea is a good one.

Will our local chairmen carry it out? S. F. N.

CERT. 436.

Macon Division, No. 75.

Regular monthly meeting of Division No. 75, held June 9th.

Fair attendance, and one candidate initiated.

It was decided to hold meetings in future at 7:30 P. M., second Sundays, instead of 3 P. M. This in favor of members out on line.

Central of Georgia Railway—

Bro. W. O. Harris, acting chief, with Bros. T. C. Barger and E. P. McLain, second and third tricks, during absence of Chief Dispatcher F. P. Ayers.

Bro. Breedlove, working the phone with Messrs. Story and Avril, on local wires.

On Third Division side we find Messrs. Dowell and Davis, First and Second, and Bro. G. E. Williams, third trick, and Bro. J. A. Boon, extra.

At S. W. Junction, Bro. J. N. Hightower and Mr. Breedlove.

On other side of town we start and take in First Division, commencing at Ocmulgee Bridge. J. P. Mercer, days, and J. T. Mercer, nights.

M. & A. Junction, Bro. J. E. McBride, nights. Gordon, Bro. O. W. Horne, Agent, and Sister Horne, nights.

Tombsboro, Mr. R. E. Logan, Agent and operator.

Oconee, Mr. Blitch, Agent, and Mr. Torrance, nights.

Tennille, Mr. J. S. Nickols (or 5 cents), days, and "Kid" Cheely, nights.

Davisboro, Bro. M. C. Smith, agent and operator.

Bartow, Bro. Bob Riser, with nothing to do.

Wadley, Messrs. Surrency and Thigpen.

Millen, Mr. Davis, days, and Bro. F. L. Horton, nights; also Bro. J. W. Perry, with Southern Express.

We are all glad to see our Bro. Paul H. Chapman receive the deserved promotion from agent at Toombsboro to agent at Meldrim, and hope that it will be only short time until he has gone to the top.

Bro. Tom Hemminger still holds 'em down at Guyton.

Bros. Ivey and Poston, at Pooler, are doing good work, and deserve congratulations.

We don't hear much from Bro. J. F. Carey, at C. & S. Crossing, except when the time comes to get a new card; then he, with Bro. Sam Wilkinson, of Frenier, La., is in the lead.

On M. & N. side we start with Bro. J. E. Humphrey, who was recently promoted from cashier to agent, at Athens, vice Mr. J. M. Mallary, who has been appointed traveling passenger agent at Macon, Ga.

At Madison, Bro. G. M. Prescott comes on early to give weather report.

Machen, Bro. J. A. Cathy, trying to "27" the "peters."

Mansfield, Bro. Marion Burns farming and railroading.

Newborn, Bro. H. C. Pitts, merchandising and railroading.

This is pretty short for old 75, but I can't do any better until I hear from some of the "Bullies" on other divisions.

Wonder what's on Bro. R. B. Clemons that he can't write up the Third Division.

I am glad to see the Seaboard written up in such pretty shape by Bro. A. W. Waller, of Helena, Ga. Come again.

Hurry up, if you want a new card.

In S. O. & D.

SEC. AND TREAS.

Atlanta Yard Office, Bro. Killian, days. Bro. Gatewood, with his combination fist, does the can sist act and chases car numbers at nights.

Hapeville, two stanch men, Bro. Landers, days, Bro. Ransom, nights.

Opr. White, at Jonesboro, needs to be shown the light. Lovejoy and Hampton, occupants also, cannot see it our way.

Griffin, genial Bro. Williams hands out the pasteboards, days. Opr. Breedlove pounds the key. Our latest addition, Bro. Morris, from Third Division, is the "whole wagon" at nights. "X" is one of the finest

No colors at Milner.

Barnesville has no room for improvement in Oprs. Stocks, days, Jones at nights.

Forsyth, steady Bro. Bogell, days, Morgan, agent.

Bolingbroke has no representative, so will pass it on.

Macon Junction, Bro. Hightower, days, Bro. Avril, nights. Dispatcher's office, Second Division, is looked after by Mr. Ayers, first. Our staunch brother, "Bull" Harris, second, and that bunch of seriousness, Bro. Tom C. Barger, third. Wonder what makes "B" look so serious? "RA" relay office is manned by Bros. McLain and Breedlove and Opr. Storey, days.

Why can't "SY" come in the fold? It doesn't cost a fortune, and is very beneficial; come in. A hammy non at nights, signs "D." Have not learned his name.

Third Division dispatchers are: Mr. Dowell, first; "Dead Eye" Davis, second; think old "Dead Eye" used to be reporter for some yellow journal before he started to run "em." G. E. Williams, the cleverest, third. You have that last card yet, Weary? Hope so.

Byron, Sister Mulkey, agent; Bro. Clemons, owl. Has "Bright Eyes" ever come back, "NS?" Powersville, Jennings, agent.

Fort Valley is looked after by the "lady killer," Quinn, days. Weason, another combination man, nights. "CD" is very good to somebody at "SM." Peaches in baskets go there very regularly.

Bell hammers it at Marshallville.

Montezuma and Andersonville unknown to writer.

Americus, Flinn, days; Thompson, nights. I am still waiting for that cake, "JR."

Smithville is looked after by our Bro. Boon, days; Opr. Henderson, nights.

Hodgens at Leesburg.

Albany, Atkisson, days; Tatum, nights.

Reynolds, very ably managed by Mr. and Mrs. Hodges.

McCrary at Butler.

Brown at Howard.

"GE" W. Head at Bostick.

Miss Brown, Geneva; don't know night man.

Juniper is handled by Sporman.

Upatoi, by Jackson.

If I have slighted any of the brothers, please excuse me, as I am not very well acquainted with you. Hope some brother can give a more elaborate roster next time.

STAR COUNTER.

Harrisburg, Pa., Division No. 3.

As all roads lead to Rome, so on Thursday, June 27th, all railroads led to Harrisburg, where the large crowds of railroaders, their families and friends, were conveyed to Reservoir Park, the scene of the first railroad brotherhood picnic to be held in this section. Trains from all points, including Pittsburg, Altoona, and points on the Middle Division, O. R. R., west; Philadelphia, Reading and intermediate points east; Baltimore, Md., south; Williamsport and Sunbury, north, brought large delegations to the capital city, where, had it been their wish, they may have witnessed the closing of one of the most memorable sessions of the Pennsylvania Legislature ever held,

but not so. Reservoir Park was the objective point, and hence the large concourse of people wended their way from early morn until late in the evening, when the Altoona City Band closed the festivities by a musical concert.

The trains from Altoona and Sunbury brought the largest number of strangers to the city, where they were met at Union Depot by the Harrisburg Band playing, "I's G'wan to Shake Up This Mean Old Town;" and surely the town was shaken up, but in such a way as to secure a welcome to a like gathering at any time.

Harrisburg, being a railroad center, the immense throng was given a hearty welcome by the people, business houses being elaborately decorated in honor of the event, and some of the leading merchants presenting thousands of souvenirs in the way of ribbon badges, to be worn by the recipient.

The meeting of the morning was opened at 11 o'clock, and was devoted to the welcoming of the railroad men and their families to the city and the park. The meeting was opened with prayer by F. H. Gregory, secretary of the local branch of the Pennsylvania Railroad Young Men's Christian Association. He was followed by Meade D. Detweiler, who welcomed the crowds to the park, and, in the absence of the mayor, to the city. He spoke of the significance of such a gathering and said that such an exhibition of goodfellowship among the railroad brotherhoods was indeed most creditable to them.

Mr. Detweiler said that it was altogether fitting that the park of the city should be thrown open to accommodate the men representing such a large proportion of the wage-earners of the community. He noted with pleasure that the interest was not only local, but that it extended North, East, South and West to many cities and towns in which the railroad men and the railroad brotherhoods are powers.

During the morning program and also in the afternoon selections were rendered by a quartet composed of J. Carroll Kinter, Charles Stroh, Curtis Fisher, and E. Z. Gross. The quartet did excellent work, and added greatly to the pleasure of the occasion. The selections of the Altoona City Band in the afternoon and a cakewalk by two young girls were also pleasing events.

At the afternoon session Governor Stone made a brief but intensely interesting and practical address to the railroaders, in which he spoke of the value of organization and the great responsibilities which rest upon all of the employees of the great transportation companies of the state.

The Governor followed Vice Grand Master Deloss Everett, of the B. of L. E., who was substituted on the program for P. M. Arthur, who was unable to be present.

Letters were read from President A. J. Cassatt, of the Pennsylvania, and President Baer, of the Reading, both of whom regretted very much that their official duties prevented them from being present at the picnic. A letter of regret from Mr. Arthur was also read.

Other speakers represented the different brotherhoods during the afternoon, prominent among whom were: Valentine Fitzpatrick, Third Vice Grand Master of the Brotherhood of Railroad Trainmen, who unsparingly denounced the Legislature of this state which had closed its session but a few minutes before he arose to speak to his fellow union workmen.

The speech of Mr. Fitzpatrick was teeming with interest throughout, and he thrilled his audience as he pointed out wherein lie the true principles of united labor, so well represented by the railroad brotherhoods. He spoke of the objects of the brotherhood which he represented and of the noble purposes of organized labor in general. He said that the great success of the railroads of the present day has largely been secured by organizations whose members were gathered together in a friendly outing.

Mr. Fitzpatrick said that the men must be represented in the legislative bodies to secure the enactment of the laws which are so badly needed, and that by the abandonment of strict party lines and voting for those men who will represent labor, and not the oppressors of labor brotherhoods and other labor organizations as well, can secure protection.

Brother M. M. Dolphin, president of the Brotherhood of Railroad Telegraphers, also directed the attention of the union men to the necessity of them having representation in the legislative bodies of the states and of the country. He said that he was glad to be present at a peaceful gathering in the interest of labor, and particularly because it was held in the capital of the state, the city from which went out the laws and edicts to govern the people.

Mr. Dolphin said that he had known of other gatherings of labor in this state which were not so peaceful, and that he was glad to see the union men gathered together with no cloud to mar the pleasure of the occasion. He hoped that never would more meetings be held which would result in bloodshed, and he deplored the loss of every union man who had died endeavoring to secure just compensation for his toil. He said that the cloud which overhangs Homestead and the blood which stains the hills of Hazelton will never disappear, but he trusted that no more such stains would be put on the history of this, his native state.

Particular interest centered in the address of Major I. B. Brown, deputy secretary of internal affairs, because of the fact that he is also chief of the bureau of railways, and is one of the best informed men on transportation in this state.

Lack of space prevents it being reproduced here, but it will be published later on. The effort was most enthusiastically received.

Our worthy president, E. L. Zimmerman, is doing the day act at "FI," Harrisburg, Bro. Bert Myers having been transferred to the main office during the summer months, while the boys are taking their vacations.

Bro. S. C. Gunter, of Lewistown Junction, narrowly escaped a son stroke in May, the little stranger being a daughter.

Since our last communication three block stations, viz.: "BQ," Bellwood; "RM," Tyrone, and "BW," Trimmers, have been changed to eight-hour turns, along with "DE" yard master's office, Harrisburg, Middle Division side. This is encouraging, and hopes are entertained that ere long it will be uniform over the whole Division.

Since the completion of the fourth track system between Iroquois and Baileys, "KC" block station has been abandoned, "BD" block station moved east to Iroquois, where Bro. Richard Callin, in day, and Bro. Charles Leiter, at night, do the work.

Opr. R. S. Trout is at "BW" block station, second trick, and Bro. Smith has been transferred to Harrisburg yard, "DE" office. Other transfers are partially as follows: Bro. A. E. Lehman, extra, to "CB," Lewistown Junction, nights; Bro. S. D. Howard, "J," Lewistown Junction, to Macclay street, Harrisburg; Opr. T. G. Beaver, "GB" block, to "J," Lewistown Junction, nights; Bro. Couprobst, extra, to "GB," nights; Bro. A. E. Guttzell, "WK" block, nights, to "GB" block, days; Bro. C. S. Buffington, extra, to "WK," night. Bros. C. B. Meloy and W. A. Cozzens are filling the vacancy caused by the removal of the operators at "GC," Huntingdon.

Owing to the scarcity of extra operators, the regular force are experiencing much trouble in securing their monthly vacation. Consequently, a notice has been issued that in case of failure to relieve the operators, that they will be allowed the time and paid the same as for overtime.

HOWARD.

Notice to Members M., K. & T. System, Division 22.

Notice to Members M., K. & T. System—Div. 22.

Bro. F. N. McQuarie, of Oswego, Kans., has been appointed secretary and treasurer of M., K. & T. System, Division No. 22, to fill unexpired term, vice Bro. L. D. McCoy on leave of absence.

All communications, dues, etc., heretofore sent to Bro. McCoy, should be sent to Bro. McQuarie at the above address.

E. B. HILL,
General Chairman.

Chesapeake & Ohio Railway.

Ashland Meeting—

Our meeting called to order by our reliable old friend, Bro. Joe McCallister, of Paint Creek, W. Va., who is just the man for the place. The minutes of last meeting were read and approved; also a report from our General Chairman, showing the per cent. of membership in each district. The Cincinnati District leads them all in this respect, but is followed very close by one or two other Districts.

Bro. Shaw, of Mentor, handed in application, as well as our genial lady's man at Carr's.

Bro. Vicroy comes along with one. Keep the good work up, brother. Every one counts. I believe I would be safe in saying that the Order never was in a more flourishing condition on the C. & O. than it is to-day. Some one must surely be doing something. It is true we have dropped a goodly number in the past year, but we have made up for that, and just think where we would have been if no one had been dropped; how nice it would be. It must be acknowledged by all that we have about all of the best timber in our ranks, with some few exceptions here and there.

The special committee that was appointed last month, all of them failed to appear.

Bros. Glenn, Traber and Freye, please try and be on hand July 27th.

Bro. Freye was the only one on hand.

Bro. Wheeler, of Buena Vista, Ky., has returned to work, after a very bad sick spell.

Bro. Grimm, of Brent, Ky., has resumed work, after a few days' vacation, relieved by Bro. Yancey, who is somewhat of a ladies' man, too. How is the little Russell girl, "C?"

Some of our brothers, after they remit their insurance assessments, seem not to care whether they get a receipt or not. I would suggest, after waiting a week or ten days, if you fail to get a receipt, do not stop writing Bro. Perham until you hear from him. Same way about journals.

Why is it you very seldom strike an operator out of employment at present time? Take eight or ten years ago you had them call on you every day or so. It's different now.

Don't forget about your dues, brothers. Fix Bro. Grogan at Russell, Ky., with \$3.50 for new card. Next meeting July 27. Everybody come out that can.

OHIO DYKE.

In Memoriam—

Inasmuch as it hath pleased Almighty God, in His supreme wisdom, to remove by the hand of death the father and sister of our brother, E. T. Dudley, on the morning and evening of the same day; therefore, be it

Resolved, That the community has lost two kind neighbors, the family an affectionate father and sister, and the railroad fraternity a gentle and tender nurse, Miss Lizzie Dudley being the chief nurse at the Clifton Forge Hospital.

Resolved, That the members of Division 40 extend their deepest sympathy to our brother and the stricken family in their sad bereavement, and commend them to the all-wise God. "who doeth all things well." Be it further

Resolved, That these resolutions be spread upon the minutes and published in THE TELEGRAPHER and a copy furnished the family.

L. E. HICKS,
J. T. HICKS,
S. M. ALOIS,
Committee.

James River Division—

Our regular monthly meeting, held at Clifton Forge June 19th.

Bro. Bickers held down the chair.

There was a small attendance, considering the number of passes issued and the exceedingly fine night. Only about fifteen of the boys turned out, where there were about thirty names on pass, but there was much interest shown by those present.

The meeting was called to order about 9 o'clock, and we got right to business, first initiating H. A. Woodruff. Brothers, we are glad to welcome you into the Order, and hope you will go to work with a will and stir up some of the nons down the line. If we could do this well every meeting, initiate one or two members, we would soon have the old pike solid; then how good we would feel.

We can do this, brothers, if we would only get to work, and work as some are working. We should show more interest, attend the meetings more regularly and let the nons see that we are interested in the meetings, and they will naturally become interested themselves and be more easily won over to our side, the side of justice, peace, security and prosperity. It will also draw us closer together. We will take more interest in one another and be more like brothers. These meetings are great things to us boys. We should strive to attend as often as possible. I look forward to meeting night with much pleasure, and rarely ever miss one, when possible for me to get off.

Now, let's get after the nons; turn your guns loose on them, boys, and drive them under cover. The time is drawing near when we will not have to write letter after letter and then go to see the nons, talk and try to convince them where they are wrong. Their eyes are being opened, and they will not much longer stand in their own light, but will seek us, asking to be admitted in our Order. Boys, show up at next meeting. There is something in the wind. Refreshments are to be served, and those not showing up at lodge room on time will get only one saucer of cream and no cake at all. So come on time, if you want to be in it. Closing with best wishes for the Order,

Yours fraternally,

J. S. H.

Alleghany District—

Our next meeting will be held on the night of July 17th, and thereafter every third Wednesday night of each month shall be meeting night.

These meetings are not intended to be assemblages of the exclusive 400 of the O. R. T., as the majority seem to think, judging by their extraordinary propensity to absenteeism. There is a crying demand in the Order of Railroad Telegraphers, as represented by this District, for members who mean business by their membership. It is all good enough for one to pay his dues, but to work for the building up and solidification of the Order is the true meaning of membership. Come to meetings once every two months, anyway, and show by deed and precept that the O. R. T. is something worthy of attention and consideration.

If you take no interest in pushing a good thing along, you will not get other people interested in your task, to the end that they may assist you.

Try it next month, the third Wednesday. You will find our old standbys—Jim Rushford, Bobbitt, Holt, Leach, Price, Huston, Alderson, Gillespie, Carter, Graybill, and, I hope, we will see Bros. J. E. Bauer, J. G. Houchins, Denning and Clark or Wheatley, but these two last named are not good risks, although they are close enough to town to insure, it would seem, their presence at every meeting, along with Bro. B. R. Boyd, whom, I am sorry to report, is off duty on account of a very sore throat, that has given him considerable trouble lately, but we hope he will be all right after a few days and will celebrate his recovery by attending next meeting. Mr. Si(gh) Perry is working, nights, at Hilldale, on account of the change caused by Bro. Boyd's absence. Si says he will be with us after next month. We hope he means every syllable of it. There are a few more who have promised; but, say, the O. R. T. has promises, good promises, the kind that — is paved with, by the barrel, to sell, who wants them, and at the lowest bid? Dirt cheap, and just what they are worth to us. But Si is all right, and will not worry our credulity—as a terrier does a rat—until we drop dead from exhaustion, while standing expectantly awaiting those who mingle excuses with praises of the O. R. T. It is not only profitable, but exciting, very, to persuade a man to join the O. R. T. who is more O. R. T. than yourself, but who fails to pay dues every six months, twice a year, for four and five years at a stretch—both exciting and profitable. Yes, and they lend such a helping hand to themselves and fellow-laborers by these praises, interlarded with failure. What a pity the O. R. T. were not designed for and constructed a balloon instead of an agency for the sale and protection of labor! How fat and strong it would soon get to be by reason of its "soon"—"after-awhile" votaries.

The best O. R. T. men we have here are ladies. Sisters Farmer, Gaddis and Sweet may not, on account of distance, inconvenience of freight train travel, etc., attend meetings, but they pay their dues in coin of the realm, instead of promissory notes, without revenue stamps upon them. This is the beginning of the semi-annual period. Dues are due—\$3.50. Send it in. Applications and initiation fees are wanted. Now is the time of the year; if you mean business, transact business. Unfortunately, the labor organizations must have men; they also need money. Let those who would lead an honest, honorable life of labor, with an honorable competence attached, join their labor union, in contradistinction to those who remain outside to become presidents of steel trusts, railroads, banks and the like.

Join your labor union, and from this humble point of vantage watch the other fellows snap up the fat jobs. Keep your eye on them and see that they get 'em. In the meantime, perhaps, you can pick up one of these recently raised, recently advertised \$50 or \$55 tricks, while your excelsior-

minded contradistinction (aforementioned) is yet whetting his tooth of destiny on a \$45 per month st(c)ake and woeing the back of the superintendent's head. W.

The Hinton Meeting—

Our last regular meeting was held in I. O. O. F. Hall, at Hinton, on 26th inst. Quite a nice delegation represented New River District, and a number of matters were thoroughly discussed to the satisfaction of the represented members.

We much regret that our energetic men from Alleghany District are barred from attending our meetings regularly, but as they are unable to come in on schedule trains, they cannot be expected as promptly as the New River men.

Up to this writing the local board of New River District has, from all appearances, impressed the superintendent vividly of the importance of applying relief to our overworked agent at Nuttall, who is indeed industrious, conscientious and reasonable in his demands for help, which seems to be recognized by our Division officers, and we hope these Division officers will in no distant future grant the needed help to our worthy brother at Nuttall.

Our membership will please take notice that our meetings will be held in I. O. O. F. Hall, at Hinton, on every third Wednesday night.

Passes will be secured for those wishing to attend upon application to the local chairman.

Let us have a full attendance next meeting, July 17th.

Yours in S. O. and D.,

L. B. BOBBITT, Cor.

Norfolk Division—

Owing to the disastrous floods in the western part of the state, we have had a number of block offices cut out, and business is very dull. Following is standing of men during cut:

Burkeville, we find W. L. McDearmon and S. J. Babcock.

Rice, Bro. J. A. Sears, days, and Opr. W. H. Vaughan.

High Bridge, Bro. W. P. Ayers and Opr. Tyler. Farmville, J. R. Martin, agent; J. B. Russell, S. B. Davis, and S. H. Davis, operators.

Prospect, T. S. Tweedy and Bro. E. W. Inge.

Pampain, E. B. Brady and N. A. Davis.

Evergreen, C. S. McDearmon and J. D. McDearmon.

Appomattox, Bro. R. L. Burke and Bro. W. D. Mason.

Spout Spring, R. O. Rector and E. D. Bates.

Concord, Bro. L. A. Merriman, relief agent, and Opr. J. M. Carson.

Spicer, Oprs. G. M. Cross and P. C. Wharton.

Jams, Oprs. M. J. Clark and L. L. Callahan.

Island, Oprs. J. G. Coman and N. H. Wharton.

Lynchburg, Bro. H. L. Sale, Oprs. G. C. Caboniss and A. Wilson.

Durham Junction, Bro. C. P. Williams and Opr. T. M. Bickers.

Halsey, Opr. R. S. Stephenson and Bro. A. D. Stockton.

Forest, Bros. J. B. Queensbury and C. B. Wilkinson.

Bellevue, Oprs. A. A. Owen and J. W. White.

Lowry, Oprs. C. W. Leslie and D. D. Leslie.

Bedford, Oprs. H. L. Warner and Bro. L. S. Ash.

Traxton, Bros. J. M. White, relief agent, and J. A. Matheny.

Montvale, Oprs. N. H. Hazlewood and T. J. Buckley.

Ironville, Opr. F. J. Jack and Bro. A. S. Atkinson.

Blue Ridge, Bros. W. I. Overstreet and H. M. Riley.

Bonsack, Bro. A. W. Harvey and A. P. Sale.

Moran being first office cut, we find at Rice and "YM" the "hams" of "ZF."

Tugger, coming next, will just say while R. W. Hill shoots frogs, Bailey is working his old job ("doctor.")

Eight miles farther west we find signals at Elam "down," while Inga and Mason "hams" at "HN" and "A."

Clay, being filled by extras, we won't look them up, but push on up the line to Irving, to find Matheng doing the "owl" act at "WX," and Layne farming.

Webster, being the last block on the string, will peep around the corner and see Buckley, at "BU," while Sale, says "the girls are as sweet as ever."

Before leaving you, will just add our worthy Bro. S. R. Gulley, of Durham, N. C., has found among the pines of the "Old North State" a better half. "Q," accept congratulations of your friends of Division 14.

Wonder how many boys will have a new card when they read this?

"A MEMBER."

Philadelphia Division, No. 30.

A bouncing baby boy has just arrived at the home of Bro. F. S. Niepling, of Waterford Works, N. J. An additional commission merchant will soon be doing business on Delaware avenue, Philadelphia. Congratulations, Bro. N., and continued success.

DIED.—Bro. Howard Spare, a member of D. & R. G. System, Division 49, met with a fatal accident at his home, near Reading, Pa., on or about Saturday, May 4th. Bro. Spare came here from the West some six or eight months ago, and took up his home with his mother, whose residence is in Reading. He got employment on the Pennsylvania Schuylkill Valley Division of the P. R. R., where he worked extra until about two weeks before his death. He resigned his position to go into partnership with his brother-in-law, who had taken up the farming business a short distance out of town. While engaged in his pursuits around the building a heavy door fell on him, and his injuries were so severe that he died a few

hours afterwards. A delegation of the membership employed on the P. R. R. left Philadelphia early on the morning of the day the funeral was to take place to take a last sad farewell of a brother who was held in high esteem by his associates and fellow-members of a Division of our Order many miles from Pennsylvania. The funeral was held on Wednesday morning, May 8th, at 11 o'clock, from his parents' residence, and about twenty-five of our members viewed the remains and performed the parting ceremony at the grave. Many pleasing things have been said about this good brother, and limited space at this time prevents further remarks. On quitting the railway business he is known to have said, "he could not see his way clear to abandon the O. R. T." One member says of him: "He was as thorough an O. R. T. man as the Order contains." The family has our deepest sympathy.

DIED.—Bro. H. L. Kerns, a member of Division No. 4, died in the West, where he went for his health some months ago. Bro. Kerns made many friends, and was held in high esteem by his employers. Those who knew him were shocked by the news of his death, and expressions of regret were many. Members of Divisions Nos. 4 and 30, employed on the P. R. R., accompanied the remains from Philadelphia on the 8:40 A. M. train on Sunday, May 26th, to Coatesville, Pa., where interment took place about three miles out of town. Speaking for Division No. 30, our heartfelt sympathies go out to the family of our deceased brother.

DIED.—Mr. H. Fondersmith, Division operator for the Philadelphia Division and the Philadelphia Terminal Divisions of the P. R. R., died suddenly on Sunday, May 26th. Mr. Fondersmith was visiting the home of his married daughter, who resides out on the main line, where he was taken with a stroke, and died about three hours later. He passed quietly away at 11:30 Sunday night, and at exactly midnight the wires were busy flashing the news. From one telegraph office to the other this message of death was announced in quick succession, and it was some time before nearly all could be eventually convinced of the fact. The summons seemed like a thunderbolt from a clear sky, and but few of the telegraphers had any suspicion that their Division operator had been in ill health. Some months ago he was unwell, but that was thought to have gone with the past. His appearance led all to believe he enjoyed the best of health, and robust as he was, he seemed cheerful until the beginning of the final trouble that caused his death. His funeral took place on Wednesday, May 29th, at 1 o'clock P. M., from his residence in West Philadelphia. Interment private, at West Laurel Hill Cemetery. Floral designs of the most beautiful conception were offered as a mark of respect for the deceased, and numerous, indeed, was this fragrant emblem from nature's garden. A beautiful flower was presented by "PO" office, Broad Street Station. A large base, handsomely decorated, bearing a "box relay," and wrought skillfully in nature's variegated colors, was presented by the

office force in "WP," "S" and "F" superintendent's office. The "broken circuit" was a work of art. This design represented two telegraph poles planted on a handsome base; the poles and crossarms were of pure white carnations; the insulators of violets, from which white wires were strung. The "broken circuit" was plainly visible in the foreground, and this was presented by an operator on the Philadelphia Division. The Philadelphia Terminal Division men employed in the Towers offered a handsome wreath. A plain cross made of the richest flowers, mingled with "Lilies of the Valley," and standing about three feet in height, was the tribute paid by our organization. A pretty and broad purple ribbon extended from the center of the cross, and in white letters read: "Order of Railroad Telegraphers." Mr. H. Logan, Mr. Fondersmith's former assistant, has been appointed acting Division operator until further notice."

During the last few days in May large gangs of men have been put to work on the P. T. Division, P. R. R., at several points, where extensive improvements are about to be made. Two double-track tunnels will be built in West Philadelphia for passenger purposes. One will extend from the Zoo Station through the Y to Forty-fourth street, this for through trains, Harrisburg and the West direct to New York, and another tunnel on the P. S. V. Division that will depress the passenger tracks that now cross the freight yard at grade just west of Fifty-second Street Station. New bridges will span the Schuylkill east of Thirtieth street. The new coal wharf has been ordered completed to make room for other engines that will be made homeless when the old N. Y. Division Round House will be torn down. Millions will be expended in this work.

Philadelphia Terminal Division Notes—

The removal of the passenger desk from West Philadelphia to Broad Street Station has reduced the force in "S" office by two men, they going to "PX" stationmaster's office, account work by removal of desk there. Bros. W. E. Hoops and J. A. Quinn, affected by change, are now at "P," on middle trick. Bro. J. K. Osmond put in most of time in place of W. E. H. on account of the latter being called upon for tower work at "A" and "N."

Bro. H. L. Brown helping out at "PX" on Middle. Bro. J. A. Donahue now works 11 to 7 at this office. Bro. D. wears a very pretty charm.

The commission represeing Division No. 30 at Harrisburg, Pa., on the 27th ult., were Bros. J. J. Ryan, L. R. Marr, and J. Hutton. These brothers will report at next meeting of the Division that the Grand Union picnic held in that city by the five railway brotherhoods was a great success, and that Harrisburg knows how to receive visitors. It is said that that city turned out—man, woman and child—to do honor to the brotherhood; everybody in town wore a "brotherhood" badge. Streets and houses were gaily decorated,

and the daily papers served free to everybody. Officials and employes enjoyed the occasion alike, and the weather was delightful. Such large numbers of railroad men never before assembled in this section. To the eye-witness their numbers seemed uncountable. The program included speeches by grand officers and state officials.

For the O. R. T., Bro. M. M. Dolphin addressed the thousands present. Before Bro. Dolphin was through the crowd had become nearly frantic. He was applauded from beginning to end.

Dave McConnell, a special officer employed on the Delaware extension, was instantly killed at the Market House, Thirtieth and Market, by a passing train, on Sunday morning, 30th ult. Dave had been in the service for years. He has been accredited as being one of the '77 strikers. He was known as a conscientious employee. The new tower at Twenty-first street was put in service last month.

The boys all like their improved quarters. We learn quite a number of the Philadelphia Division boys are knocked out on account of the new automatic signals put in service last month. It is understood these signals will be put in use the entire distance to Harrisburg.

The company is finding something else for the men affected.

Bro. S. W. Hiller is now in the electrical department on that Division.

Bros. T. O. Gallagher and L. K. Marr have just returned from their vacations.

Somebody was asking, Is Division 30 going to give an excursion or picnic this season?

Division Meeting, June—

Considering the heated spell that is with us, a good number turned out; about twenty members present.

The By-Laws were finally disposed of, and now they go to St. Louis for signature and approval of the President and the Grand Secretary and Treasurer.

We started early, and a heap of business was disposed of.

Everybody smoked a blue label, a number being left over from last meeting.

The question of consolidation was brought up and laid over till after convention in October next.

The S. & T. reported finding employment for a number of members during the past thirty days.

Bro. J. W. Green was transferred from Division 84 to this Division. One withdrawal card was granted.

The Division adjourned at 11:30 P. M.

The S. & T., Bro. Hutton, asks that each member make it his duty and learn if his neighbor's card is properly "up-to-date," as we have now extended a new semi-annual dues period. All members possible should turn out to meetings (this month, July and August, particularly).

Nominations July and election August for officers of the Division; also for delegates to convention to be held in October next. "169."

THE RAILROAD TELEGRAPHER.

- Chief Tel., 231 Wade av., Cleveland, Ohio;
J. T. Coffey, S. & T., 20 Kane st., Cleveland,
Ohio.
- NO. 63, MONCTON, N. B.—Meets 3d Thursday
of each month at 6:30 p. m. in Mason's Hall,
Main st., Moncton, N. B. S. C. Charters,
Chief Tel., Point du Chene, N. B.; M. Mc-
Carron, S. & T., Moncton, N. B.
- NO. 64, LEVIS, QUE.—Meets 4th Friday of each
month at 8 p. m. at Terminus Hotel, Levis,
Que. J. H. O'Hebert, Chief Tel., Madding-
ton Falls, Que.; F. Samson, S. & T., St. Va-
lier, Que.
- NO. 65, GRAFTON, W. VA.—Meets 2d and 4th
Wednesdays of each month at 8 p. m., K. of
P. Hall, Main st., Grafton, W. Va. L. G.
Cockrell, Chief Tel., Tunnellton, W. Va.; G.
W. Foster, S. & T., Grafton, W. Va.
- NO. 66, TRURO, N. S.—Meets 3d Thursday of
each month at Crowes' Hall, Inglis st., Truro,
N. S. J. W. Gunn, Chief Tel., Belmont, N.
S.; Geo. O. Forbes, S. & T., Spring Hill Jct.,
N. S.
- NO. 67, WILKESBARRE, PA.—Meets on the 2d
and 4th Friday each month, at 8 p. m., O. U.
A. M. W. Hall, No. 31 W. Market st.,
Wilkesbarre, Pa. E. E. Evans, Chief Tel., 136
S. Grant st., Wilkesbarre, Pa.; J. Nelligan, S.
& T., Ashley, Pa.
- NO. 68, CUMBERLAND, MD. — Meets 3d
Wednesday of each month at 8 p. m. at Me-
chanics' Hall, Cor. Baltimore and Liberty sts.,
Cumberland, Md. W. G. Morris, Chief Tel.,
2 Polk st., Cumberland, Md.; R. C. Cornwell,
S. & T., Patterson's Depot, W. Va.
- NO. 69—OGDEN, UTAH—Meets 2d Wednesday
in each month at 8 o'clock p. m. at John-
son's Hall, Ogden, Utah. L. Rosenbaum,
Chief Tel., care U. P. Tel. Office, Ogden,
Utah; C. N. Custead, S. & T., 2061 Madison
st., Ogden, Utah.
- NO. 71, OSKALOOSA, IOWA — Meets 3d
Wednesday in each month at 8 o'clock p. m.,
at Oskaloosa, Iowa. L. P. Ballinger, Chief
Tel. and S. & T., Lacey, Iowa.
- NO. 72, ST. JOSEPH, MO.—Meets 3d Tuesday
of each month at 8 p. m. at 623 Mount Mora
Road, St. Joseph, Mo. H. E. Trader, Chief
Tel., St. Joseph, Mo.; W. E. Reese, S. & T.,
Box 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Sat-
urday of each month at 8 p. m. on the 4th
floor Odd Fellows' Hall, Broadway, Mauch
Chunk, Pa. J. D. Kuntz, Chief Tel., Mauch
Chunk, Pa. Hon. J. N. Weiler, S. & T., Lock
Box 17, E. Mauch Chunk, Pa.
- NO. 74, ELIZABETH, N. J.—Meets 2d Saturday,
8 p. m., each month, in Star Theater Building,
East Jersey st., near Broad st., Elizabeth, N.
J. A. K. Gerry, Chief Tel., 129 Broadway,
Elizabeth, N. J.; M. H. Shafer, S. & T., 626
Monroe av., Elizabeth, N. J.
- NO. 75, MACON, GA.—Meets 2d Sunday each
month at 7:30 p. m., in Odd Fellows' Hall, over
McManus Furniture Store, Cherry St., Macon,
Ga.; J. W. Perry, Chief Tel., Millen, Ga.;
J. P. Mercer, S. & T., Macon, Ga.
- NO. 76, CHICAGO, ILL.—Division covers the en-
tire Chicago & Northwestern Railroad. Meets
subject to the call of Chairman. W. B. Young,
Gen'l Chairman, Roscoe, Ill.; C. A. Ransom,
Gen'l S. & T., Roscoe, Ill.
- NO. 77, DENVER, COLO.—Meets 2d Friday
evening in each month at A. O. H. Hall, 1536
Lawrence st., Denver, Colo. L. D. Grace,
Chief Tel., 354 Equitable Building, Denver,
Colo.; C. M. Hurlburt, S. & T., Room 50,
Union Depot, Denver, Colo.
- NO. 78, BOSTON, MASS.—Meets 2d Tuesday
evening each month at 8 o'clock. Thomas
Nelson, Local S. & T.
- NO. 80, NEW HAVEN, CONN.—Division covers
the New York, New Haven & Hartford Rail-
road System. Meets subject to call of the
various Chairmen. John Trainor, Gen'l Chair-
man, Myricks, Mass.; D. W. Dean, Gen'l S.
& T., Box 228, Auburn, R. I.
- NO. 81, COLORADO SPRINGS, COLO.—Divi-
sion covers the Colorado Midland Railroad Sys-
tem. Meets subject to the call of the vari-
ous Chairmen. B. A. Beckenstein, Gen'l
Chairman, Woodland Park, Colo.; C. Fritz,
Gen'l S. & T., Divide, Colo.
- NO. 82, NEW YORK—Division covers the Dela-
ware, Lackawanna & Western Railroad. Meets
subject to the call of the Chairman. I. H.
Kattell, Gen'l S. & T., Port Dickinson, N. Y.
- NO. 83, BANGOR, ME.—Division covers the
Bangor & Aroostook Railroad. Meets sub-
ject to the call of the Chairman. F. B. Gal-
lant, Gen'l Chairman, Ashland Junction, Me.;
B. E. Webber, Gen'l S. & T., Old Town, Me.
- NO. 84, CAMDEN, N. J.—Meets 3d Monday at
7:30 p. m., at Central Hall, S. W. Cor. Fourth
and Arch sts., Camden, N. J. T. J. McCabe,
Chief Tel., 122 N. 11th st., Camden, N. J.;
W. S. Cafferty, S. & T., 28 West Cedar av.,
Merchantville, N. J.
- NO. 85, TRENTON, N. J.—Meets 1st and 3d Fri-
days at 8 p. m. at Concordia Hall, 33 West
State st., Trenton, N. J. J. J. Boles, Chief
Tel., 210 Fifteenth st., Jersey City, N. J.;
N. T. Bryson, S. & T., 53 Yard av., Tren-
ton, N. J.
- NO. 86, ALTOONA, PA.—Meets 2d and 4th Sat-
urdays of each month at 8 p. m., at I. O. O.
F. Hall, Twelfth st., between Tenth and Elev-
enth avs., Altoona, Pa. J. W. McCoy, Chief
Tel., Kipple, Pa.; Geo. D. Dinges, S. & T.,
2105 4th av., Altoona, Pa.
- NO. 87, SCRANTON, PA.—Meets 1st Monday
of each month, Watt's Hall, Carbondale, Pa.,
and 3d Monday, each month, Raub's Hall, 134
Wyoming Ave., Scranton, Pa.; M. F. O'Mal-
ley, Chief Tel., Olyphant, Pa.; D. P. Pace,
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- NO. 88, DALLAS, TEX.—Division covers the
Texas & Pacific Railway. Meets subject to the
call of the chairman. J. T. Perrin, Gen'l
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IS 247 LBS.

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Gentlemen:—I have been an engineer for twenty years. I weigh 247 lbs. I am struck on the socket; no more sore spots on my stump since wearing your leg. Every time the leg is taken off and I see how smooth the leather is worn between the sockets, where they rub each other, and then look at my stump and see no more blisters or red spots, I cannot help but think what a fool a man is to wear out his stump when "Slip Sockets" are so cheap.

B. S. KEITH,
Div. 125, B. L. E.

**Made from Measurements and Cast
without Coming to the Factory.**

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The Winkley Artificial Limb Co.

Gentlemen:—Am running a regular freight engine, and often wear my leg for fifty hours without taking it off. I average four thousand miles a month, and I still find your Slip Socket Leg most satisfactory and comfortable. The hair now grows on my stump under the Slip Socket where I used to have corns and red spots with the old style leg.

ED. BALES, B. L. E.

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The Winkley Artificial Limb Co.

Gentlemen:—I have never had a sore spot on my stump, and have worn the leg continuously every day. Am pulling a local train and have a hard run of 96 miles, and working every day.

E. R. SMITHER, Div. 143, B. L. E.

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The Winkley Artificial Limb Co.

Gentlemen:—I have given my leg a long trial. I have had it on for forty hours at one stretch and it would not even make me tired. I can get up and down on my engine, and do my work as well as I ever could.

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**Made from Measurements without
Coming to Factory.**

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- NO. 13, WEST SUPERIOR, WIS.—Meets 3d Sunday of each month, at 8 p. m., at Ritchie Hall, 806 Tower av., West Superior, Wis. D. A. Short, Chief Tel., 1620 Oaks av., West Superior, Wis.; D. A. Short, S. & T., 1620 Oaks av., West Superior, Wis.
- NO. 14, ROANOKE, VA.—Division covers the Norfolk & Western Railway System. Meets subject to call of Chairman. C. E. Layman, Gen'l Chairman, Troutville, Va.; T. H. Lankford, Gen'l S. & T., Cloverdale, Va.
- NO. 15, OTTAWA, ONT.—Meets on 4th Sunday of each month at Glen Robertson, Ont. G. W. Shepherd, Chief Tel., Alexandria, Ont.; F. S. Griffin, S. & T., Eastmans, Ont.; R. E. Allison, Local Organizer, Ste. Justine Station, Que.; P. D. Hamel, Ass't S. & T., Blue Bonnets, P. Q.
- NO. 16, NIAGARA FALLS, ONT.—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. m., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. A. J. Broderick, Chief Tel., Niagara Falls, Ont.; B. Knight, S. & T., Niagara Falls, Ont.
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- NO. 19, FORT WORTH, TEXAS—Meets on the 3d Monday each month at 8 o'clock, p. m. B. H. Green, Chief Tel., care F. W. & D. C. Frt. Office, Ft. Worth, Texas. J. R. T. Austin, Sec'y. and Treas., 110 S. Main st., Ft. Worth, Texas.
- NO. 20, GALVESTON, TEXAS—Division covers the Gulf, Colorado & Santa Fe Railroad System. Meets subject to call of Chairman. C. B. Clark, Gen'l Chairman, Ladonia, Texas; T. Hickey, S. & T., Cleburne, Texas.
- NO. 21, CINCINNATI, OHIO—Division covers the Cincinnati, Hamilton & Dayton Railroad System. Meets subject to call of Chairman. John G. Wenk, Gen'l Chairman, Glendale, Ohio; A. C. Bushaw, Gen'l S. & T., 438 So. Cincinnati st., Dayton, Ohio.
- NO. 22, ST. LOUIS, MO.—Division covers the Missouri, Kansas & Texas Railroad System. Meets subject to call of Chairman. E. B. Hill, Gen'l Chairman, Troy, Texas; F. N. McQuarie, Gen'l S. & T., Oswego, Kans.
- NO. 23, TOPEKA, KAN.—Division covers Atchison, Topeka & Santa Fe Railroad System. Meets subject to call of Chairman. S. S. Comer, Gen'l S. & T., 917 Fullerton Building, St. Louis, Mo.
- NO. 24, WILLIAMSPORT, PA.—Meets 2d Tuesday each month at 8 p. m., Whitman Hall, West Fourth st., Williamsport, Pa., and on the 4th Wednesday of each month at 8 p. m., Harmon's Hall, Main st., Lock Haven, Pa. C. E. Sturgis, Chief Tel., 44 Linck Building, Williamsport, Pa.; J. I. Klingenberger, Gen'l S. & T., Sunbury, Pa.
- NO. 25, PALESTINE, TEXAS—Division covers the International & Great Northern Railway System. Meets subject to call of Chairman. B. C. Palmer, Gen'l S. & T., McNeil, Texas.
- NO. 26, BRUNSWICK, MD.—Meets 1st Friday of each month at 8 p. m., at Red Man's Hall, Brunswick, Md. C. D. Shewbridge, Chief Tel., Keep Tryst, Md.; E. L. Harrison, S. & T., Brunswick, Md.
- NO. 30, PHILADELPHIA, PA.—Meets 3d Friday at 8 p. m., in Dental Hall, N. W. corner Thirteenth and Arch sts., Philadelphia, Pa. J. L. Hughes, Chief Tel., 1225 Sansom st., Philadelphia, Pa.; James Hutton, S. & T., 1463 Wilton st., Philadelphia, Pa.
- NO. 31, ST. LOUIS, MO.—Division covers the Missouri Pacific Railroad System. Meets subject to call of the Chairman. T. W. Barron, Gen'l Chairman, Mo. Pac. Tel. Office, Equitable Building, St. Louis, Mo.; R. C. McKain, Gen'l S. & T., 1615 East Fifth st., Sedalia, Mo.; F. L. True, Ass't Gen'l S. & T., Sedalia, Mo.; R. C. McCain, Ass't Gen'l Chairman, Sedalia, Mo.
- NO. 32, ST. LOUIS, MO.—Division covers the St. Louis & San Francisco Railroad System. Meets subject to call of the Chairman. J. W. Knightlinger, Gen'l Chairman, Newton, P. O., I. T.; C. K. Clayton, Ass't Gen'l Chairman, Pratt City, Ala. L. Stevens, Gen'l S. & T., Valley Park, Mo.
- NO. 33, PITTSFIELD, MASS.—Meets 2d Sunday and 3d Wednesday of each month at N. Y., N. H. & H. R. R. Freight Office, S. Church st., Pittsfield, Mass. F. H. Barker, Chief Tel., Pittsfield, Mass.; H. A. Roel, S. & T., 223 New West st., Pittsfield, Mass.
- NO. 36, ANDOVER, OHIO—Meets last Thursday evening of each month at 7 o'clock at J. O. U. A. M. Hall, Andover, O. G. F. Wolcott, Chief Tel., Williamsfield, O.; E. H. Rood, S. & T., Andover, O.
- NO. 37, CINCINNATI, OHIO—Division covers the Cleveland, Cincinnati & St. Louis Railroad System. Meets subject to call of Chairman. Wm. Baer, Gen'l Chairman, North Vernon, Ind.; T. A. Sawyer, Gen'l S. & T., Gahon, Ohio.
- NO. 38, COLUMBUS, OHIO—Meets 2d Monday evening, at 8 o'clock, at Odd Fellows' Temple, S. High st., Columbus, Ohio; L. A. Bowman,

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- Chief Tel., Orient, Ohio; Percy E. Wright, S. & T., Box 148, Worthington, Ohio.
- NO. 39, SAGINAW, MICH.—Division covers the Pere Marquette Railroad System. Meets subject to call of Chairman. M. E. Dennison, Gen'l Chairman, Elk Rapids, Mich.; R. R. Darwin, Gen'l S. & T., 236 Spruce st., Saginaw, Mich.; Local Chairmen, W. S. Nicholson, Monroe, Mich. (Toledo to Saginaw); H. A. Stroupe, Clare, Mich. (Saginaw to Manistee and Ludington); A. Brooks, Minden City, Mich. (Saginaw to Port Huron, including Port Austin and Almont Divisions); T. H. Wallace, Edmore, Mich. (Saginaw to Grand Rapids); A. A. Watson, Brighton, Mich. (Grand Rapids to Detroit); F. N. Stuart, Zeeland, Mich. (Grand Rapids to New Buffalo, including all C. & W. M. branches.)
- NO. 40, RICHMOND, VA.—Division covers Chesapeake & Ohio Railway System. Meets subject to call of Chairman. E. L. Stratton, Gen'l Chairman, Balcony Falls, Va.; G. P. Grogan, Gen'l S. & T., Russell, Ky.
- NO. 42, NEW YORK, N. Y.—Division covers the Erie Railroad System. Meets subject to call of Chairman. Wm. Clancy, Gen'l Chairman, Mansfield, Ohio; W. L. Abbott, Gen'l S. & T., Hammond, Ind.
- NO. 44, NEW YORK, N. Y.—Meetings 2d Wednesday at 8 p. m. and 3d Tuesday at 10 a. m., of each month, Klobutscheck's Hall, corner Vernon and Borden avs., Long Island City, N. Y. T. A. Gleason, Local Pres., 688 E. 163d st., New York, N. Y.; H. E. Regensburg, S. & T., 133 East av., Long Island City, N. Y.
- NO. 47, CHARLOTTETOWN, P. E. I.—Meets 3d Thursday of each month at 8 p. m. at B. I. S. Hall, Charlottetown, P. E. I. J. A. Kelly, Chief Tel., Royalty Junction, P. E. I.; L. F. Muncey, S. & T., Charlottetown, P. E. I.
- NO. 48, LIMA, OHIO—Division covers the Ohio Southern Railroad System. Meets subject to call of Chairman. E. English, Gen'l Chairman, Jackson, Ohio; H. C. Mitchell, Gen'l S. & T., Uniaopolis, Ohio.
- NO. 49, PUEBLO, COLO.—Division covers the Denver & Rio Grande Railway System. Meets subject to call of Chairman. J. G. Garland, Gen'l Chairman, Orient, Colo.; A. W. Darragh, Gen'l S. & T., Box 456, Pueblo, Colo.
- NO. 50, PORTLAND, ORE.—Meets on 3d Monday of each month at 9 p. m., at Portland, Ore. A. Rose, Chief Tel., 755 Vancouver av., Station B., Portland, Ore.; A. O. Sinks, S. & T., Jefferson St. Depot, Portland, Ore.
- NO. 51, GROVE CITY, PA.—Division covers B. & L. E. Railway System. Meets subject to call of Chairman. R. O. Waddell, Gen'l Chairman, Cranesville, Pa.; B. E. Crouch, S. & T., Gehrton, Pa.
- NO. 52, PITTSBURG, PA.—Meets 1st and 3d Saturday each month at 8 p. m., at Rosso's Hall, 229-231 Diamond st., Pittsburgh, Pa. H. T. McGuire, Chief Tel., 256 S. Highland av.,
- Pittsburg, Pa.; S. J. Konenkamp, Sec'y, 2705 Jane st., Pittsburgh, Pa.; W. L. Grubb, Treas., 2402 Carson st., Pittsburgh, Pa.
- NO. 53, Southern Pacific System Division covers the Southern Pacific Railway lines. Meets at 8 o'clock p. m., in the lodge room, No. 900 Market st., Pythian Castle, San Francisco, Cal., 2d Saturday each month, Local Chairman W. E. Davidson of the Western District presiding, and 4th Saturday of each month, Local Chairman F. G. Wetzel of the Coast District, presiding, and the 1st Tuesday of each month at the residence of L. N. Buttner, Port Costa, at 8 p. m., Bro. Buttner presiding in the absence of all members of the Local Board for the Western District. W. E. Davidson, Gen'l Chairman, Hotel Metropole, Oakland, Cal.; D. W. Koppikus, Gen'l S. & T., East Oakland, Cal.
- NO. 54, ST. PAUL, MINN.—Division covers the Northern Pacific Railway System. Meets subject to call of Chairman. F. A. Brown, Gen'l Chairman, Marshall, Wash.; J. E. Dafeo, Gen'l S. & T., 319 Thirtieth st., south, Billings, Mont.
- NO. 55, CLEVELAND, OHIO—Division covers the Wheeling, Lake Erie Railway System. Meets subject to call of Chairman. F. H. Howe, Gen'l Chairman, Curtice, Ohio; Will Carr, Gen'l S. & T., Adena, Ohio.
- NO. 56, QUINCY, ILL. — Division covers the Omaha, Kansas City & Eastern and the Omaha & St. Louis Railroad. Meets subject to call of Chairman. H. M. Davis, Gen'l Chairman, Blanchard, Ia.; J. S. Burkhard, Gen'l S. & T., McFall, Mo.
- NO. 57, HOUSTON, TEXAS—Division covers the Houston & Texas Central Railroad System. Meets subject to call of Chairman. W. J. Burke, Gen'l Chairman, Denison, Texas; G. C. Morgan, Gen'l S. & T., Hearne, Texas.
- NO. 58, WILMINGTON, DEL.—Meets 3d Tuesday evening, 3d floor Western Union Building, Third and Market sts., Wilmington, Del. P. Charles Bogan, Chief Tel., Edgemoor, Del.; W. J. Holton, Gen'l S. & T., Iron Hill, Md.
- NO. 59, BOSTON, MASS.—Division covers the Boston & Maine Railroad System. Meets subject to call of Chairman. J. Bode, Gen'l Chairman, Chelsea, Mass.; J. Belding, Gen'l S. & T., Gilbertsville, Mass.
- NO. 60, SALT LAKE CITY, UTAH—Division covers the Oregon Short Line. Meets subject to call of Chairman. A. E. Beamer, Gen'l Chairman, Kemmerer, Wyo.; W. A. Hawk, Gen'l S. & T., Melrose, Mont.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blais, Chief Tel., Caupascal, Que.; R. A. McMillan, S. & T., Eel River Crossing, N. B.
- NO. 62, CLEVELAND, OHIO—Meets 1st Saturday evening at B of L. F. Hall, Cor. Pearl and Jay sts., Cleveland, Ohio. C. F. Mayer,



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Consumption in the house for coughs
and colds. The children beg for it.
We have recommended it to our
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the whooping cough had left her with.
I can say it is the best remedy for
coughs I ever used.

ADELBERT C. PANGBORN.

Conway, Mich., Sept. 17, 1900.

THE RAILROAD TELEGRAPHER



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No. 8

PUBLISHED AT ST. LOUIS MO.
BY THE ORDER OF
RAILROAD TELEGRAPHERS

August

1900

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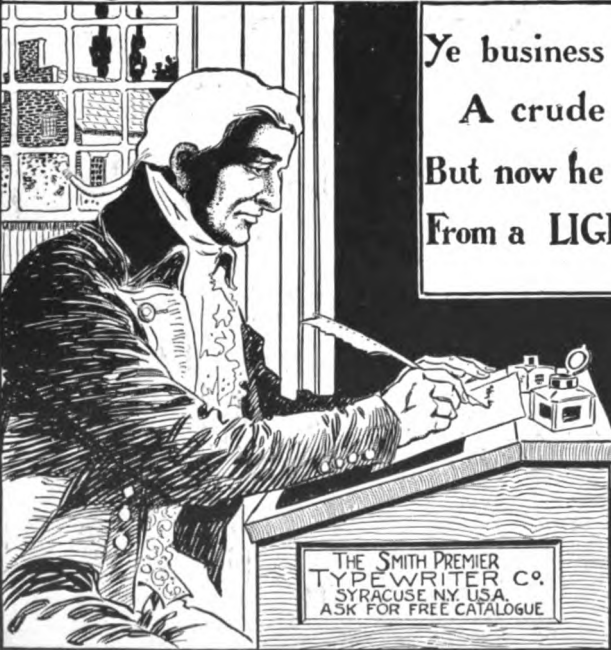
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Outranking all medals

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1900

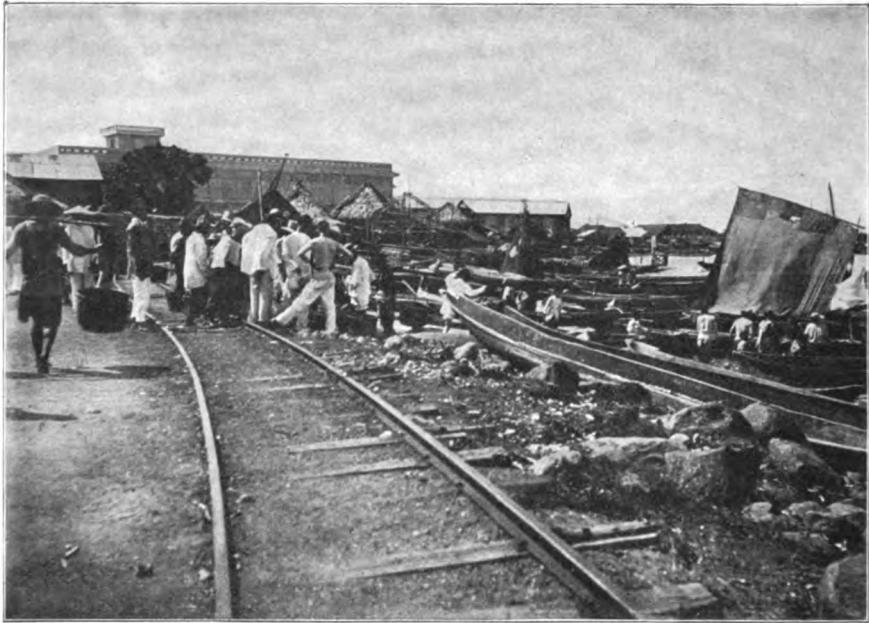


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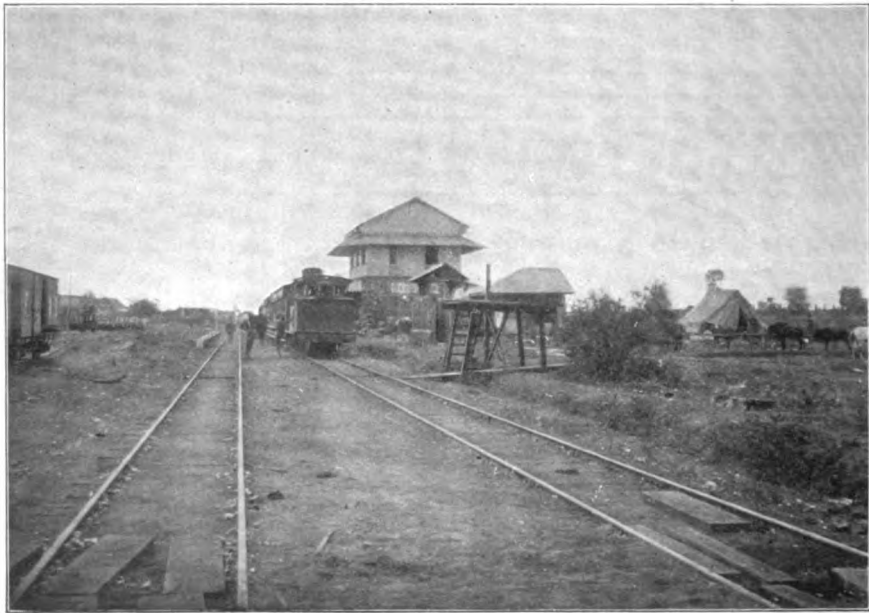


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RAILWAY TRAIN STANDING AT CALOOCAN STATION.

SCENES FROM THE PHILIPPINE ISLANDS.

Courtesy of the Locomotive Firemen's Magazine.

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PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.
H. B. PERHAM, EDITOR.



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Subscription Price, \$1.00 Per Year.

VOL. XVIII.

AUGUST, 1901.

No. 8

EDITORIAL

ILL-TREATMENT OF RAILROAD EMPLOYEES IN MEXICO.

A STRIKE of the locomotive engineers is in progress on the Mexican International Railroad, which is causing some commotion in that country, and which is having the effect of drawing attention to the extraordinary conditions that exist there.

The primary cause of the present trouble lies in the depreciation in value of Mexican money, which has had the effect of working a reduction in wages. When contracts were made many years ago Mexican money was on a par, or nearly so, with the money of the United States.

Since the adoption of the gold standard, and the consequent making of silver a commodity instead of money, the troubles of the American railroad employe in Mexico have been increasing, until at last he finds his pay reduced more than half in comparison with similar jobs in the United States.

The managers of railroads have been having troubles of their own with the exchange

problem, and are, apparently, unwilling to help out their men on that score, and as a consequence the enginemen have quit.

It is not a strike, because there are Federal Laws in Mexico forbidding strikes, and, bowing to the law, although it is a bad one, the Americans simply resigned their positions and are now waiting to be again hired, but it must be under more favorable conditions for them.

From newspaper reports, which are more or less of a sensational nature, it may be inferred that President Diaz has called the attention of the railroad managers to the law and proffered governmental aid if needed. There has been the usual hobnobbing between railroad officials and representatives of the government, and the former, it is reported, have promised not to re-employ any of the enginemen who resigned, and to fill their places with Mexicans.

It is true that Mexicans have been hired regularly as engine wipers, firemen, hostlers, and sometimes allowed to run switch en-

gines, but experience has shown that this generation of Mexicans will never make engine runners.

If the men hold firm they will undoubtedly get what they are contending for.

Another phase of ill-treatment is that of the incarceration of engine and trainmen in case of an accident. This has been cause for complaint since the first railroad was built in that country, and it is yet a matter of international correspondence.

On the 10th of April last, according to the *El Paso Daily Herald*, the board of directors of the El Paso (Tex.) Chamber of Commerce unanimously adopted the following preamble and resolution offered by Director Horace B. Stevens:

WHEREAS, It is a common method of judicial procedure in Mexico, in case of accident involving fatal or serious injury to Mexican citizens, in connection with the running of railway trains, to immediately arrest and imprison American citizens employed as conductors, or engineers, or in any other responsible positions on such railways; and,

WHEREAS, American citizens thus arrested are in many cases held in prison for days, weeks or months without reasonable or sufficient opportunity to communicate with friends, or to take other measures for securing fair and speedy judicial investigation of the charges preferred against them; and,

WHEREAS, Such procedure is a substantial denial of the right of American citizens to protection in the lines of employment in which they have been permitted and even encouraged by the government of Mexico to engage; therefore, be it

Resolved, That the El Paso Chamber of Commerce respectfully petitions the United States government to take such measures as may be deemed proper and effective to secure to American citizens under such circumstances as above set forth, the protection of their personal and civil rights guaranteed by the Constitution of the United States, and recognized in civilized countries generally as reasonable and just.

On the following day the secretary of the El Paso Chamber of Commerce transmitted copies of the above resolution to the

Secretary of State, the Senators from Texas, the representative from this district, and other officials.

The following letter has been received by the Chamber of Commerce from the Hon. John Hay, Secretary of State:

Department of State, Washington, July 16, 1901.—Ernest E. Russell, Esq., Secretary Chamber of Commerce, El Paso, Tex: Sir—Referring to your letter of the 11th of last April, communicating certain resolutions adopted by the board of directors of the El Paso Chamber of Commerce on the 10th of that month, concerning the character of Mexican judicial procedure in respect to accidents occurring upon railway lines in Mexico, and to the Department's acknowledgment of April 18th, I have the pleasure to inform you that the Ambassador to Mexico, to whom the matter was appropriately referred, has submitted to the Department, under date of June 27th, a full and comprehensive report on the subject.

It appears from Mr. Clayton's statements that the publications upon the subject which from time to time appear in the press of the country are greatly exaggerated. To illustrate this, Mr. Clayton narrates his efforts to investigate a recent sensational newspaper report that one Edward King, said to be a brakeman on the Mexican Central Railway, and fifty-three other Americans, had been and were indefinitely imprisoned in the City of Mexico on charges of responsibility for railway accidents. He ascertained that no man of that name was or had been employed by the Mexican Central Railway Company; that the company had no knowledge of any of its employes having been imprisoned under similar circumstances; that Edward King was not and had not been imprisoned in Mexico City on any charge; and that, as a fact, no American citizens whatever are confined there on account of railway accidents.

Following up the investigation, Mr. Clayton addressed letters to the Presidents of all the railway companies operating roads in Mexico, requesting to be informed of the number and nationality (Mexicans included) of all their employes engaged in the movement of trains, and to be furnished with a list giving the name and nationality

of each one who had been arrested and imprisoned during the past year on charge of negligence causing accidents endangering life or property. He had at the time of writing received replies from the principal companies, representing 7365 miles of road out of a total Mexican mileage of 7912. From these it appeared that, out of a total of over 4000 employes of all nationalities, twenty Mexicans, thirty-two Americans and one of unknown nationality, had been arrested or imprisoned during the year. Most of these appear to have been soon released on bond, or on the guarantee of the company that the men should appear to answer the charge whenever called upon. Others, upon trial, have been acquitted. So far as these replies show, none of the men so arrested was convicted. In some few instances prolonged delay and detention had followed arrest.

While nearly all the companies disclaim all ground of complaint touching the treatment of their employes by the Mexican judicial authorities, their answers are not explicit as to the time of detention, and the Sonora Railway Company merely reports the names of seventeen employes (eight Americans, eight Mexicans and one unknown), who had been imprisoned on account of railway accidents from June 1, 1900, to June 1, 1901—a singularly large showing, it may be remarked, for a road having only 268 miles in operation and but sixty-two men employed in the actual movement of its trains. The eventual disposition of these seventeen cases is not stated.

The embassy is accustomed to exert itself actively to secure the prompt disposal of the cases of arrested American railway employes, but not all such arrests are brought to its notice. During Mr. Clayton's incumbency of over four years but twelve complaints of this character have been under consideration. They are as follows:

1. F. H. Anderson, engineer on the Sonora Railroad, charged in August, 1897, with running over and killing a Mexican; detained on his own recognizance; discharged after a hearing, August 23, 1897.

2. J. E. Bradt and Jack Preston, conductor and engineer, respectively, on the Mexican Southern Railway; imprisoned April 1,

1897, charged with the death of a fireman and the injury of three or four others; sentenced January 3, 1898, to one year's imprisonment.

3. E. H. Hohne and C. H. Gaines, conductor and engineer, respectively, on the Interoceanic Railroad; imprisoned April 18, 1899, charged with slightly injuring two or three persons in a collision; released May 8, 1899, on \$300 bail; discharged November 24, 1899.

4. Edward Turner and G. B. Clark, engineers on the Mexican (Vera Cruz) Railroad; imprisoned April 1, 1899, charged with negligence in causing a head-on collision that resulted in killing a fireman. Turner died in prison, January 28, 1900, before termination of his case. Clark was convicted and sentenced to fourteen months' imprisonment less the eight months spent by him in prison during his trial. Pardoned by President Diaz, August 1, 1900.

5. Henry Pike, engineer on the Mexican Interoceanic Railroad, imprisoned May 5, 1899, charged with causing a collision resulting in no personal harm, but damaging rolling stock; convicted and sentenced August 4, 1899, to one year's imprisonment from May 9, 1899.

6. T. W. Lewis, engineer on Mexican Central Railroad, imprisoned September 26, 1900, charged with running over a Mexican; acquitted December 8, 1900; discharged December 20, 1900.

7. Albert Transk, conductor on the Tehuantepec Railroad; imprisoned November 2, 1900, charged with causing a collision, resulting in no personal injury, and causing but little damage to rolling stock; acquitted and released February 9, 1901.

8. A. R. Jones, engineer on the El Oro & Mining Railroad; imprisoned February 13, 1901, charged with causing a wreck resulting in two deaths and the injury of rolling stock; released May 11, 1901, on \$300 cash bond. Case still pending.

9. L. L. Granville, brakeman on the Mexican Central Railroad; imprisoned March 18, 1901, for causing the death of a laborer by running over him; trial of case still pending.

It appears from the foregoing statement that out of twelve Americans arrested, four

were convicted of the offense charged and sentenced to short terms of imprisonment, five were discharged, two cases are still pending, and one man, Turner (whose case occasioned protracted correspondence) died in jail after nearly nine months' imprisonment, while still awaiting trial.

Although the period of detention of such arrested persons, prior to release on bail or discharge, has in many instances been brief, there remain enough cases of protracted imprisonment, especially when the accused is held for trial, to warrant the repeated protests of this government against the delays of Mexican justice. In addition, the Ambassador has strongly pointed out that the difference between Mexican and American laws in respect to railway accidents works hardships to the employes in Mexico, in that the agent, not the principal, is held responsible. As to this, the Ambassador says:

"The trouble seems to lie in the law itself, more than in its execution. In a conversation with Sen. Mariscal upon the subject, he informed me that he did not know of a single case, under Mexican law, where railway companies had been held responsible for accidents; that the policy of their law seemed to be to hold their employes responsible. I explained to him how, in the United States, the opposite principle obtained, resulting in the railway company exercising the greatest care as to the efficiency and carefulness of their employes engaged in the movement of trains; that I believed if the same principle were adopted in Mexico the railway companies would pursue the same policy, which would result in a higher class of employes being employed, and less accidents."

Mr. Clayton reports that Senor Mariscal has in mind the issuance of a circular letter upon the subject to the different judicial officers under whose jurisdiction such cases come, and that he will give the matter his very careful attention, with the view of bringing about the expedition of such cases and the prevention of just causes for complaint.

I have instructed Mr. Clayton to continue to remonstrate upon all proper occasions against the delay in discharging or bringing

to trial Americans charged with responsibility for accidents on Mexican railway lines, and to lose no opportunity to impress upon Senor Mariscal the proposition that the preventive and remedial objects of Mexican legislation in respect to railway accidents would be no less well—and perhaps better—subservied by following the general rule of law in other countries. The policy of protecting the public against loss of life or physical injury in railway travel through the criminal negligence of railway employes is enforced by penal legislation in the United States, and we should not, of course, indicate any opposition to that policy in Mexico, although keeping on the alert to remonstrate against abusive procedure thereunder. But, while not shifting criminal accountability from the shoulders of the employe, the same laws hold the employing company responsible in damages for injury to life, person or property through the acts of its agents. As the case now stands, it is not easy to see how the family of a person killed or the owners of property destroyed in such cases may be materially benefited by the prolonged imprisonment of a mere railway subordinate, while the sufferers remain without recourse against the company. An equitable division of responsibility in such matters would, it is thought, tend to the prevention of accidents and remove to a considerable extent the causes of complaint we are so often called upon to make in view of the needless and protracted confinement of our citizens in Mexico, besides distinctly inuring to the benefit of sufferers by such accidents. I am, sir,

Your Obedient Servant,

JOHN HAY.

The following reply has been sent to Secretary Hay:

El Paso, Tex., July 23, 1901.

The Hon. John Hay, Secretary of State,
Washington, D. C.:

Sir:—I have the honor to acknowledge receipt of your letter of July 16, 1901, containing the substance of the report of Ambassador Clayton concerning Mexican judicial procedure in respect to accidents occurring upon railway lines in Mexico, and also

setting forth at some length your own views and conclusions with regard to this matter.

I am instructed by the board of directors to express to you, on behalf of the El Paso Chamber of Commerce, cordial recognition and hearty appreciation of the interest that you have taken in this question, and the efforts that have been made by Ambassador Clayton under your instructions to secure accurate information as to the grounds for complaint by American railway employes in Mexico.

The El Paso Chamber of Commerce respectfully proffers its co-operation and aid in securing further data, and will institute specific inquiry for the purpose of verifying or supplementing the statistics and information contained in your letter.

With a view to facilitating such farther inquiry and pursuit of the facts, we beg to submit the following observations, suggested by your letter of July 16th:

1. It is conceded that some of the alleged cases of injustice can be traced to sensational or highly exaggerated newspaper accounts of unimportant incidents, or even to pure invention, without any basis of fact.

2. We respectfully submit that the statements of the railway companies in Mexico are not to be taken as conclusive evidence, for two reasons: (1) The railway companies are interested parties, it being to their advantage pecuniarily, that the present procedure in Mexico, which throws the burden of liability upon the employe, should be maintained. (2) Railway companies in Mexico evidently do not make it the duty of their officials to secure and preserve records of such imprisonment of their employes. It is rather to the interest of the railway companies that they should remain officially ignorant of matters an official knowledge of which might imply obligation to assist employes in distress, or might embarrass the companies in their efforts to secure fresh American employes to replace those who have suffered injustice in discharge of the duties incident to railway service in Mexico.

3. Railway companies may well "disclaim all ground of complaint touching the treatment of their employes by the Mexican judicial authorities," as noted in your letter,

since the Mexican procedure relieves the company of responsibility for accident and throws the responsibility upon the employe.

4. It is noted in your letter that the answers of the railway companies to Mr. Clayton's inquiries are "not explicit as to the time of detention." We respectfully submit that this is a vital point. It is a fundamental principle of our law that justice shall be not only sure, but speedy. It is highly important to know how many days or weeks or months the imprisoned American citizen must spend in the Mexican jail, enduring the conditions and subsisting upon the food characteristic of Mexican jails, among people of strange race and tongue, through whom he is powerless to send any message that might bring to his relief the mighty forces of the American state. You have noticed the "singularly large showing" of American railway employes imprisoned in the State of Sonora during the past year, with no account rendered, as to the eventual disposition of their cases, and with no assurance that there are not to-day American citizens dragging out miserable lives in unjust imprisonment in some of the jails of Sonora.

5. No one doubts that the American government through its State Department and its embassy to Mexico purposes to employ all means deemed proper, practicable and effective to protect the rights of American citizens in Mexico. But, as noted in your letter, "not all such arrests are brought to its notice." It is this fact which calls for further action by the American government, to the end that every American citizen employed in Mexico shall be assured of opportunity to bring any case of alleged injustice to the attention of the American embassy. The fact is significant that, as noted in your letter, "during Mr. Clayton's incumbency of over four years, but twelve complaints of this character have been under consideration." It is commonly believed in this part of the United States that accidents leading to such imprisonment in Mexico are much more frequent than is indicated by the statistics received by Mr. Clayton from the railway companies. The fact, as noted by you, of the 32 reported cases of arrest and imprisonment of American railway employes

in Mexico during the past year, eight cases are reported in connection with the 268 miles of railway in Sonora, leaving but 24 cases reported for over 7000 miles of railway throughout the rest of Mexico; and the further fact that out of a total of 62 railway employes in train service in Sonora, 17 were arrested and imprisoned in one year, while but 36 arrests are reported for the remaining 4000 employes throughout Mexico—these facts are, if not conclusive proof of the unreliability of the statistics, significant enough to warrant and urge further inquiry.

Inasmuch as your letter contains a detailed report as to but nine of the twelve cases of complaint under consideration during Mr. Clayton's incumbency, it is inferred that a sheet containing the report regarding the other three cases was inadvertently omitted from your letter.

We are gratified to note your conclusion, as stated in your letter, that "there remain enough cases of protracted imprisonment, especially when the accused is held for trial to warrant the repeated protests of this government against the delays of Mexican justice." We are equally gratified to note the vigor and persistency of the American State Department in pressing upon the Mexican government the propriety and advisability, from every point of view except that of the pecuniary interests of the railway companies, of amending the Mexican law so as to bring Mexican procedure into conformity with that of the United States and other nations with respect to the incidence of responsibility for accidents in railway service.

We beg to suggest that more complete, accurate and reliable information can be secured through the organizations of railway employes than through the reports of Mexican railway companies or Mexican officials, regarding cases of alleged unjust imprisonment of American railway employes in Mexico. To invite reports through this suggested channel would probably result in bringing a large number of cases of alleged unjust imprisonment before the State Department. In many of these cases doubtless the imprisoned American would be accorded substantial justice by the Mexican authorities without appeal to his government. But the very fact that the prisoner is assured of

quick and easy appeal to his government will be the best possible safeguard against injustice, and the strongest possible guarantee of a speedy trial and disposition of his case. Moreover, if but one American citizen out of a hundred thus arrested were by this means protected against prolonged punishment or unjust sentence, the personal right to life and liberty, guaranteed by the American Constitution to every American citizen, fully establishes the obligation of the United States government to secure to this individual citizen both the protection of the American government and the opportunity to present his appeal for such protection.

I have the honor to be, sir, with great respect,

Your Obedient Servant,

ERNEST E. RUSSELL,
Secretary.

The efforts of the El Paso Chamber of Commerce toward improving the condition of American railroad men in Mexico are, indeed, praiseworthy, and it is to be hoped that the correspondence will be followed up until something definite has been achieved.

DANGEROUS ECONOMY.

NOT many years ago it used to be a common thing in the United States to see great enterprises managed by very young men, and foreign visitors were told that age and experience were not necessary factors in the management of large concerns. Dickens aimed a lance at this peculiarity when he wrote "Martin Chuzzlewit," and it struck so true that the idea has been losing ground for some years past, and age and experience have again been accorded their proper place. It was merely a passing fad.

In remote communities one can still hear stories in relation to phenomenon child telegraphers, who, if the relator is worthy of credence, could transmit telegrams with his right hand, receive other telegrams with his left, and carry on animated discussions with bystanders all at the same time. It is, perhaps, needless to say that old telegraphers, with a life-time of experience, cannot accomplish that much, and that these wou-

derful children, who are often heard about, are seldom, if ever, seen.

It takes a telegrapher to pass upon expert work, and these delightful story-tellers are usually engaged in some other occupation.

It is a crying shame that corporations are allowed to hire children for telegraphic work, or even allowed to have them around the depots as students and helpers. The danger to life and limb is not generally understood, or it certainly would not be allowed. The railroads only employ child labor because they are not willing to pay men's wages. The officials tell people that telegraphy is only a stepping stone to promotion, while the fact is, that the ambitious youth who goes after promotion gets discharged and another beginner takes his place. On some roads a majority of the telegraphers are beginners, and the fact is not concealed; a telegraph kindergarten is thought to be the correct thing.

In the *Railway Age* recently we note the following letter:

"Tappan, N. Y., July 17, 1901.

"To the Editors—On page 27, your issue of July 12, there is an account of Mr. O. H. Bower, whom you describe as being probably the youngest station agent in the country, stating that he is seventeen years of age.

"Perhaps it may be of interest to you to learn that the agent of the West Shore Railroad, at Haworth, N. J. (Mr. Roy B. Wintersteen) is only fifteen years old, having been born at Elmira, N. Y., on March 7, 1886. Master Wintersteen was employed for three or four months in the early part of this year as relieving agent and telegraph operator, and on May 15 last he was given the above appointment. He is also the agent of the National Express Company at that place. H."

The *Chicago Herald* contained an item recently reading as follows:

"The friends of Harry H. McCann, the 16-year-old day operator at the Chicago & Alton Depot at Carlinville, Ill., claim that he is the youngest occupant of so responsible a position in the United States. A year ago he was appointed night operator at At-

lanta, Ill., two months ago he was made night operator at Carlinville, and held that position until last Sunday, when he was appointed day operator at the same station. The second week that he was at Carlinville the milling plant of the St. Louis Milling Company, which is at that point, burned. Young McCann telegraphed for a special train to bring the fire department from Springfield, looked after two telephones, handled the usual train orders and sold tickets."

The *Omaha Bee*, which, as everyone knows, is run by an old-time telegrapher, Ed Rosewater, says truly in relation to the above item:

"Just think of a boy of 16 sending train dispatches, using two telephones and selling tickets all at the same time! This ability on the part of the boy operator is highly creditable to his intelligence and mechanical efficiency, but it at the same time affords a striking illustration of the dangerous economy which is practiced by some of the railroads of this country in the telegraph service.

"A boy of 15 may be able to perform the functions of a railroad operator with a high degree of efficiency, but not one boy out of a thousand at that tender age is possessed of the mature judgment that should be exercised in the discharge of such responsible duties. The compensation of the boys employed as telegraph operators is from \$25 to \$30 a month, and they are employed not because they can do the work better, but because they do it cheaper than it could be done by men.

"In the long run, however, the cheap railway operator is the most costly investment a railroad can make. In handling train dispatches terrible mistakes are often traced back to cheap operators, in whose hands the lives and property of the patrons of the road are entrusted.

"This is one of the abuses which up to this time have not received the attention of the lawmakers, and it is one of the most flagrant abuses that has grown up in the railway system. Millions of property and thousands of lives have been sacrificed to this false economy.

"No railway manager would think of allowing boys to handle a locomotive, even of a gravel train, but these same managers will allow boys ranging from 14 to 17 years of age to transmit the orders by which the movements of the locomotive engineers are governed, and upon the accuracy of which telegraphic orders depends the safety of passengers and crew."

SOME RAILWAY STATISTICS.

FROM summaries which will appear in the Thirteenth Statistical Report of the Interstate Commerce Commission, prepared by its statistician, being the complete report for the above-named period, for which a preliminary income account was issued in December, 1900, the figures in the following advance statement are obtained:

Nearly eighty summaries of railway statistics will appear in the text of the report. For the purpose of localizing statistics, data are, as a rule, presented for each of the ten territorial groups into which the country is divided, as well as for the United States as a whole. In the body of the report will appear the usual table giving mileage, capitalization, earnings, expenses, etc., by roads.

One June 30, 1900, the total single-track railway mileage in the United States was 193,345.78 miles, an increase during the year of 4,051.12 being shown. This is a greater increase than that for any other year since 1893. The State and Territories which show an increase in mileage in excess of 100 miles are Alabama, Arkansas, California, Idaho, Illinois, Iowa, Louisiana, Minnesota, Mississippi, Nebraska, North Carolina, Oregon, Pennsylvania, South Carolina, Texas, and Oklahoma. Practically all of the railway mileage of the country is covered by reports made to the Commission, the amount not covered being 789.75 miles, or 0.41 per cent. of the total single-track mileage. The aggregate length of railway mileage, including tracks of all kinds, was 259,788.07 miles. The distribution of this aggregate mileage was as follows: Single-track, 193,345.78 miles; second track, 12,151.48 miles; third track, 1,094.48 miles;

fourth track, 829.29 miles, and yard track and sidings, 52,367.04 miles.

There were 37,663 locomotives in the service of the railways on June 30, 1900, or 960 more than the year previous. Of the total number reported, 9,863 are classed as passenger locomotives, 21,566 as freight locomotives, 5,621 as switching locomotives, and 583 are not classified.

The total number of cars of all classes in the service of the railways on the same date was 1,450,838, an increase of 74,922 being shown in this item. Of the total number, 34,713 are assigned to the passenger service, 1,365,531 to the freight service, and 50,594 to the direct service of the railways. It should be understood, however, that cars owned by private companies and firms and used by railways are not included in the returns made to the Commission. The report contains summaries which will indicate the density of equipment and the extent to which it is used. It appears that the railways of the United States used on an average 20 locomotives and 753 cars per 100 miles of line; that 58,488 passengers were carried, and 1,626,179 passenger miles accomplished per passenger locomotive; and that 51,013 tons of freight were carried and 6,556,731 ton miles accomplished per freight locomotive. All of these items show an increase when compared with corresponding figures for the year 1899. There was also a decrease in the number of passenger cars per 1,000,000 passengers carried, and a decrease in the number of freight cars per 1,000,000 tons of freight carried.

Both locomotives and cars being embraced in the term equipment, it appears that the total equipment of the railways on the date referred to was 1,488,501. Of this number 1,005,729 were fitted with train brakes, the increase in this item being 197,655, and 1,404,132 were fitted with automatic couplers, the increase being 266,413.

Practically all locomotives and cars in the passenger service were fitted with train brakes, and of 9,863 locomotives assigned to that service 7,431 were fitted with automatic couplers. Nearly all passenger cars were fitted with automatic couplers. With respect to freight equipment, it is noted that nearly all freight locomotives were equipped with

train brakes and 75 per cent. of them with automatic couplers; the corresponding figure one year previous was 45 per cent. Of 1,365,531 cars in the freight service June 30, 1900, 920,465 were fitted with train brakes, and 1,307,559 with automatic couplers.

The number of persons employed by the railways of the United States, as reported for June 30, 1900, was 1,017,653, or an average of 529 employes per 100 miles of line. As compared with the number employed on June 30, 1899, there was an increase of 88,729, or 34 per 100 miles of line. From the classification of these employes it appears that 42,837 were enginemen, 44,130 firemen, 29,957 conductors, and 74,274 other trainmen. There were 50,789 switchmen, flagmen and watchmen.

Disregarding 8,394 employes not assigned to the four general divisions of employment, it is found that the services of 36,451 employes were required for general administration; 324,946 for maintenance of way and structures; 197,799 for maintenance of equipment, and 450,063 for conducting transportation.

The report will contain a statement of the average daily compensation of the eighteen classes of employes for nine years, beginning with 1892. Another summary gives the total compensation of more than 99 per cent. of railway employes, for the fiscal years 1895 to 1900. During the year ending June 30, 1900, \$577,264,841 were paid in wages and salaries an amount of \$131,756,580 in excess of that paid during the fiscal year 1895. The compensation of the employes of railways for the fiscal year 1900 represents 60 per cent. of the operating expenses of the roads and 39 per cent. of their gross earnings.

The number of passengers carried during the year ending June 30, 1900, as shown by the annual reports of railways, was 576,865,230, showing an increase for the year of 53,688,722. The number of passengers carried one mile—that is, passenger mileage—was 16,039,007,217, there being an increase in this item of 1,447,679,604. There was an increase in the density of passenger traffic, as the number of passengers carried one mile per mile of line in 1900 was 83.295, and in 1899 77.821.

The number of tons of freight carried during the year was 1,101,680,238, an increase of 141,916,655 being shown. The number of tons of freight carried one mile—that is, ton mileage—was 141,599,157,270. The increase in the number of tons carried one mile was 17,931,900,117. The number of tons carried one mile per mile of line was 735,366. These figures show an increase in the density of freight traffic of 75,801 tons carried one mile per mile of line.

The report contains a summary of freight traffic analyzed on the basis of commodity classification, and also a summary indicating in some degree the localization of the origin of railway freight by groups of commodities.

The average revenue per passenger per mile for the year ending June 30, 1900, was 2.003 cents. For the preceding year it was 1.925 cents. The revenue per ton of freight per mile was 0.729 cent, while for 1899 it was 0.724 cent. An increase in earnings per train mile appears for both passenger and freight trains. The average cost of running a train one mile increased nearly nine cents as compared with 1899. The percentage of operating expenses to earnings shows a small decrease as compared with the preceding year.

The total number of casualties to persons on account of railway accidents during the year ending June 30, 1900, was 58,185. The aggregate number of persons killed in consequence of railway accidents during the year was 7,865, and the number injured was 50,320. Of railway employes, 2,550 were killed and 39,643 were injured. With respect to the three general classes of employes, these casualties were distributed as follows: Trainmen, 1,390 killed, 17,571 injured; switchmen, flagmen, and watchmen, 272 killed, 3,060 injured; other employes, 882 killed, 19,012 injured. The casualties to employes resulting from coupling and uncoupling cars were: Number killed, 282; injured, 5,229. The corresponding figures for the preceding year were: Killed, 260; injured, 6,765.

The casualties from coupling and uncoupling cars are divided as follows: Trainmen, killed 188, injured 3,803; switchmen, flagmen, and watchmen, killed 77, injured

1,264; other employes, killed 17, injured 162. The casualties due to falling from trains and engines are assigned as follows: Trainmen, killed 412, injured 3,359; switchmen, flagmen, and watchmen, killed 45, injured 501; other employes, killed 72, injured 565. The casualties to the same three classes of employes from collisions and derailments were as follows: Trainmen, killed 380, injured 1,867; switchmen, flagmen, and watchmen, killed 11, injured 141; other employes, killed 70, injured 445.

The number of passengers killed during the year was 249, and the number injured 4,128. The corresponding figures for the previous year were 239 killed and 3,442 injured.

TRACKMEN'S STRIKE ON THE C. P. R.



WRITER in the *Arena* some years ago said that if no labor was done for a period of one hundred years that nearly all traces of civilization would disappear before the end of that period. At first that appears like a radically incorrect statement, but after giving the matter due consideration it does not seem to be so far from the truth, after all.

It is easy to imagine that within that time railway tracks would, especially in the mountainous districts, like the Selkirks, be covered, if not completely obliterated, with spruce, aspen and thick undergrowth. Extensive fills would have become deep sags. Wooden bridges, culverts and buildings would have moldered away, leaving nothing to indicate what they once were.

Without the beneficent influence of labor to keep such work in repair, it cannot last very long. The "Stitch in time that saves nine" is also the salvation of the whole concern.

Trackmen have hitherto been looked upon as a poor, unfortunate class, incapable of helping themselves, however hard and conscientiously they might labor for the welfare of others. Furthermore, everybody but the trackmen seemed to be very well satisfied that they should always remain in that condition.

The action of the men on the Canadian Pacific Railway shows that they are very well able to help themselves, and they are, furthermore, demonstrating the immense value of their daily toil, not only to their employers, but their fellow-employes as well.

Their faithfulness to duty, under all circumstances, has never been properly appreciated, but they will be accorded more consideration, after the gallant struggle they have made for recognition.

They have been dubbed unskilled labor in the past, and treated as if a man was unworthy of consideration on that account. The truth is, that they are as skillful in their line as the others are in theirs that talk about them, but the difference is, they do their work quietly, and have not yet learned to boast loudly of their prowess.

The strike on the Canadian Pacific Railway is being peaceably conducted all along the line, and Old Father Time will settle the question favorably to the men, if they remain steadfast and true.

Editorial Notes

A new Division of the Order of Railroad Telegraphers is on the tapis at Kansas City.

Mexico will be a good country for American railroad men to stay away from until some of its arbitrary railroad laws are satisfactorily amended.

New Divisions of the Order of Railroad Telegraphers are being established at Utica, N. Y., Toledo, O., and Ocala, Fla.

The man who quits the union because his grievance was not adjusted satisfactorily to him must have joined the union with a sel-

fish motive. In stacking his arms in the enemy's camp he has shown himself in his true colors.

The boycott against the publishing houses of Donahue Brothers, W. B. Conkey and Geo. M. Hill, all of Chicago and vicinity, is being actively pushed.

At the time of going to press the strike of the trackmen on the Canadian Pacific Railway was still in effect. The boys needed a rest, and they are taking a long one.

In the near future Local Divisions of the Order of Railroad Telegraphers will be inaugurated in all the large towns of the United States and Canada in order that the telegraphers may have a place to meet up with one another.

Disobedience in the eyes of anyone who has read history is a virtue. Man's environment always tended to enslave him, and the first sign of thinking and acting for himself was something that he did contrary to the established order of things.

The drouth wilted everything but the energy of the telegraphers, which has been persistently directed toward bettering their condition all the summer, regardless of heat or other obstacles. The O. R. T. is the most active of all labor organizations.

From the false statements made in the ordinary telegraph college prospectus, it seems that no one can be induced to enter the telegraph business unless they are misled in the first place. Soft jobs at good pay are not in evidence anywhere else outside of the specious prospectus.

The thirteenth regular and third biennial session of the Grand Division of the Order of Railroad Telegraphers will convene at St. Louis, Mo., at 10 o'clock A. M., Monday, October 14. Decisive action on this matter was left to the Board of Directors at the last session of the Grand Division with the

above result. The official announcement may be found on the Grand Division page.

One thing that works against the meetings of telegraphers is lack of uniformity in the dates on which meetings are held. If, for instance, it was generally known that the first Tuesday of every month was meeting night, it would probably bring a larger attendance, because more members would know the date.

There are other things gained by organization besides more pay and less work. The individual gains a sense of security and independence from the knowledge that he has many friends who will stick to him through thick and thin while he is in the right. He also learns the value of concerted action and strict discipline.

The products of the Riverside Cotton Mills of Danville, Va., have been placed upon the unfair list by the American Federation of Labor. They have been making overall goods, cheviot and sheeting. The men want a ten-hour day, and the management want to work them eleven hours, and the result is a strike. We must always remember that it is by such evolutionary efforts that final emancipation is to be won. If we are ever going to properly regulate the hours of work it will be only after contending for it. Don't forget the Riverside Cotton Mills when making purchases.

A novel bearing the imprint of the union label is somewhat of a novelty. The publishing house of Laird & Lee, of Chicago, which has always been friendly to union labor, is now sending out a handsomely bound volume entitled "An English Woman's Love Letters," which bears the "little factor." The letters themselves are interesting from any standpoint, but more especially from the literary. Such a command of language and such daintily clothed ideas will surely attract attention. Whether the English woman was simply an artist playing a word symphony, or one who was de-

picting her own emotions, she will not fail in capturing the sympathies of her readers.

The *Cosmopolitan* for August reveals the late Grant Allen in a new light—that of a keen and clever satirist of modern society, not only in England, but in the world at large. The *Cosmopolitan*, immediately on his death, secured from his son all his papers, and the clever allegory—"The Temple of Fate"—in the August number, is one of those selected. Like "The British Aristocracy" in the April *Cosmopolitan*, the present article impresses itself on the reader with a direct fearlessness which is a new quality in the author's work. If it is true that all the world loves a lover, then Edgar Saltus' clever, epigrammatic story of the princes who have relinquished thrones, position, wealth—everything—to marry the women they loved, should, indeed, be popular.

The Order of Railway Clerks of America, one of the largest additions to the ranks of the railway brotherhoods, through the individual efforts of its members and the

assistance of the organizers of the American Federation of Labor, is rapidly coming to the front, new locals are being formed almost daily, and at the present rate of increase will soon be in a position to take her place in line with the older sister organizations. A great many of the clerks throughout the country, at the outset, were under the impression that great opposition from the officers of the railroads would be waged against the order, but such fears have proven to be unfounded, except in extreme cases, where some petty officials have felt that they were called upon, individually, to stop the progress of the order, but in each instance the matter of their objections has been taken up with the higher officials, who have issued instructions necessary to put a stop to such opposition. The order is founded on a strictly conservative basis, and has competent leaders at its head, and, therefore, should receive the support of every member of the craft. The general offices are at 508 Ohio street, Sedalia, Mo. J. F. Riley is President and R. E. Fisher Secretary. The first convention will be held in St. Louis during the month of October of the present year.



PERSONAL MENTION

BORN.—To H. O. Booth and wife, of Grant, Mich., on June 15, a fine O. R. T. girl.

BORN.—To Bro. and Mrs. D. G. Hurley, of Walthourville, Ga., July 9, a 10-pound O. R. T. boy.

BORN.—To Bro. and Mrs. Rufus Seward, of Arlington, Ind., on July 10, 1901, a fine O. R. T. boy.

BORN.—To Bro. and Mrs. A. H. Brodene, of Sabrevais, Que., on June 22, a fine 11-pound O. R. T. boy.

BORN.—To Bro. and Mrs. Wm. E. Brawley, or Orangeville, Junction, Ont., May 11, a fine O. R. T. girl.

BORN.—To Bro. and Mrs. L. E. Hollemback, of Randolph, Vt., a fine O. R. T. girl. Mr. Hollemback named her after two Pullman chair cars that pass Randolph daily—"Neola," "Ruth."

WANTED.—Present address of T. F. Clancey. Last heard of was at Portland, Pa., on D., L. & W. Railroad. Also present address of Harry Costler; last heard of was at Hoboken, N. J., with the West Shore Railroad. M. W. Clancey, Oliver's Mills, Pa.

MARRIED.—Bro. E. D. Hoban and Miss Lillian Lontkowsky were united in marriage at the cathedral, at Kansas City, Mo., on June 8. Father Clinton officiated. Bro. Hoban is telegrapher for the D. & R. G. Railway at Red Cliffe, Colo., and the bride is one of the belles of Pittsburg, Kas. The happy couple have the congratulations of the telegraph fraternity.

MARRIED.—Bro. E. O. Chapman and Miss Gertrude Hawley were married at Chicago, Ill., June 19, Dr. H. W. Thomas officiating.

The groom is one of the most popular members of Erie Railroad Division No. 42, employed as telegrapher at North Judson, Ind. The bride is a most estimable young lady, who has a host of friends. The telegraphers extend felicitations to the happy couple.

MARRIED.—On Wednesday, June 19, 1901, at the bride's home, Bro. Wilfred S. Scott, of Niagara Falls, N. Y., to Miss Edna Treva May Hurst, the charming daughter of Mr. and Mrs. John Alexander Hurst, Brampton, Canada. The ceremony was performed by the Rev. H. W. Manning. The bride was the recipient of many useful and valuable presents, denoting the high esteem in which she was held, being a social favorite and an elocutionist of much repute. Mr. and Mrs. Scott will make their home at Echata, the pretty suburb of Niagara Falls, N. Y. Bro. Scott is a member of Division No. 8, and holds a position with the N. Y. C. The telegraph fraternity extend heartfelt congratulations and best wishes to the happy couple.

DIED.—Bro. F. M. Groves, of New York Division No. 44, died at his home in Bluefield, W. Va., on July 1, from consumption. Condolences are extended to his relatives by the telegraph fraternity.

DIED.—The death is reported of Bro. F. A. Hallock, formerly of Buffalo, N. Y., but, unfortunately, no definite particulars are given. He was Secretary and Treasurer of Buffalo (N. Y.) Division No. 8 for many years, and well and favorably known to members of the telegraph fraternity, who, during his life-time, always found a friend in Fred Hallock. He was a delegate to many of the conventions of the Order, and for some time was an organizer for the Brotherhood of Commercial

Telegraphers. His last place of employment was with the Western Union at Pittsburg, Pa. His bereaved family have the sincere sympathy and condolences of the fraternity.

DIED.—Mrs. Emma G. DeBrell, Aug. 2, 1901, beloved and loving wife of Bro. E. L. DeBrell, of Pueblo, Colo. Mrs. DeBrell was accidentally drowned while bathing in Lake Minnequa, near Pueblo, in the evening of Aug. 2. Interment will be at Paxton, Ill., the old home of Mrs. DeBrell. The entire membership of D. & R. G. System Division No. 49 extend to Bro. DeBrell their deepest sympathy in this hour of his great and overwhelming sorrow.

WANTED.—To trade a ladies' bicycle for good typewriter. Bike good as new. For specifications, address Lock Box 3. De Matee, Ind.

WANTED.—Present address of the following members of Missouri Pacific Division No. 31, whose mail has been returned unclaimed: J. H. Orr, T. W. Cheatham, Jos. Repstine, Eugene Bastine, J. H. Teegarden, D. A. Jinkens, A. B. Markley, W. L. Church, O. E. Merrifield, A. E. Hughes, M. W. Martin, Chas. J. Smith, E. H. Ward, Claude Green, W. E. Casey, G. B. Trichel, T. H. Kellogg, Geo. Watkins, H. B. Hall, J. B. Reed, W. A. Taylor, Miss H. L. Peterson, J. McMackin. F. L. True, Gen'l. S. & T., Sedalia, Mo.

LOST OR STOLEN.—Bro. H. V. Sisson, an attached member of the Grand Division, has lost his Division cards, commencing in the year 1897, ending June 30, 1901. If any of these cards are discovered, please take it up and forward to the Grand Secretary and Treasurer, with particulars.



D. L. SHAW.

Assistant General Secretary and Treasurer Grand
Trunk Railway System, Division No. 1.

Gleanings

New York has 1,679 labor unions in the State, with 242,484 members.

* * *

The letter X appears but once in English for every six times in French.

* * *

Our ancestors have traveled the iron age; the golden is before us.—*St. Pierre.*

* * *

We are not sent into the world to do anything into which we cannot put our hearts.

* * *

About 7,000 people in Paris are employed in the preparation of human hair for the market.

* * *

Men judge us by the success of our efforts. God looks at the efforts themselves.—*Whately.*

* * *

The whole world is put in motion by the wish for riches and the dread of poverty.—*Dr. Johnson.*

* * *

The average age of man has been increased 7 years and 6 months in the last hundred years.

* * *

There are 1,000,000 married women working in the factories of the United States. Where are the husbands?

* * *

Machinists of Kansas City have been injunctioned from speaking to scabs or in any way interfering with them.

* * *

In Italy the farm laborers have been organized as trade unionists, 17,000 being now members of 116 local unions.

The Board of Education of Niagara Falls has voted to give preference to union-made furniture whenever possible.

* * *

Many people will never admit there are any classes until they find themselves hustling for a living in the working class.

* * *

Over 5,000 Russian students have been forced to enter the army as a punishment for participating in the recent disturbances.

* * *

Courts at Lansing, Mich., permanently injunctioned the City Council from having the union label put on municipal printed matter.

* * *

The newspapers of Great Britain have an average combined circulation of 8,500,000 a day, against 12,000,000 in all the rest of Europe.

* * *

Practice patience—I can tell you that requires nearly as much practicing as music; and we are continually losing our lessons when the master comes.

* * *

The union label will go on all clothing bought by the City of Vancouver. The labor men elected the present mayor, and his casting vote decided the matter.

* * *

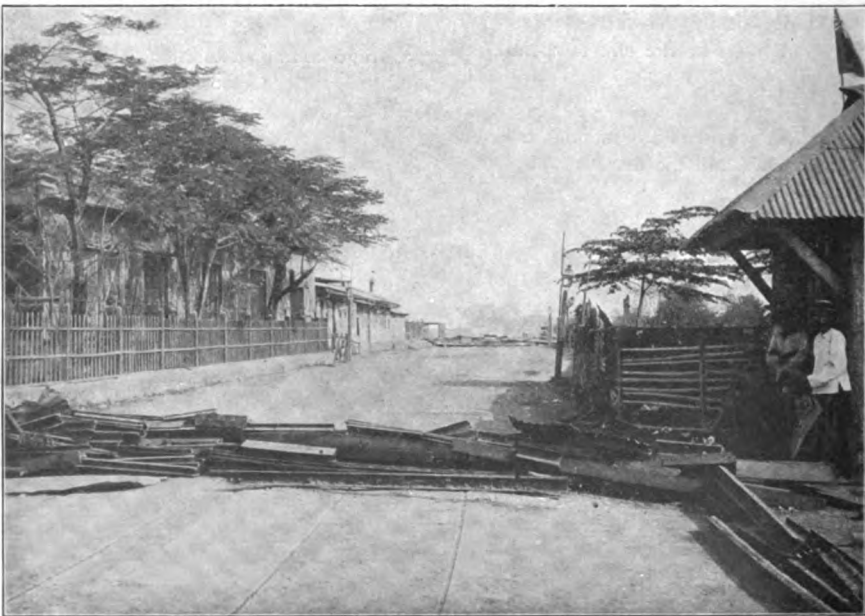
No man is worth reading to form your style who does not mean what he says, nor was any great style ever invented but by some man who meant what he said.

* * *

At Brussels, the capital of Belgium, the proprietor of a printing office, who discharged nine of his employees because they



STATION AT CALOOCAN, PHILIPPINE ISLANDS, SHOWING CHARACTER OF SURROUNDING COUNTRY.



SCENE OF A FIGHT BETWEEN AMERICANS AND FILIPINOS ON THE RAILROAD FROM MANILA TO MALABON.

refused to leave their union on his demand, was fined in court to the extent of 200 francs and ordered to pay damages to them in the amount of 1,900 francs.

* * *

A ton of pure gold is worth, as money, \$512,000, while a ton of steel manufactured into main springs and hair springs for watches is many hundred times more valuable.

* * *

The question is asked: How can workmen save money? The answer is: Unite, work, agitate, write and speak until they receive what they earn. That solves the problem.

* * *

A kind word and a pleasant smile for our fellow-workers does much to lighten the cares of life, but what the workers want most, and should have, is good wages and shorter hours.

* * *

The Working Women's Union of America is the name of the organization under which the servant girls will sail into the channels of organized labor. A strong local was launched in Chicago.

* * *

Union labor cannot compete with convict labor. Much of the stuff we buy without the label is manufactured by convicts, hence the great importance of demanding the label every time we make a purchase.

* * *

The Austrian government has lately decreed that the bookselling trade should be exclusively in the hands of legitimate booksellers. Printers have, therefore, been prohibited from printing and selling any books on their own account.

* * *

"Every unjust law on our statute books," says the Rev. Herbert S. Bigelow, "is a link in the chain of the industrial slave. There is no social salvation except in an enlightened social conscience which acknowledges the same code of morality for public as for private life."

* * *

An Omaha man named Hoffman has invented an artificial fuel which makes a hot-

ter fire than the best soft coal, consumes its own smoke and is ashless. It is 92 per cent. earth or loam. Crude petroleum is one of the ingredients, the others embracing the inventor's secret.

* * *

Pleasure is a jewel which will only retain its luster when it is in a setting of work, and a vacant life is one of the worst pains, though the islands of leisure that stud a crowded, well-occupied life, may be among the things to which we look back with the greatest delight.—*Current Literature*.

* * *

The National Glass Bottle Blowers' convention adopted a long resolution condemning "arbitrary usurpation of power by the courts," in "unwarranted abuse of extraordinary writs of injunction in disputes between employers and employes, which only results in the degradation of all that is best in American citizenship."

* * *

When the reporters on the Columbus *Press-Post* were locked out and college boys put in their places to scab it, the printers, stereotypers and other workers laid down their tools and walked out. The paper was paralyzed, showing that industrial organization is effective where autonomy on narrow craft lines is a curse.

* * *

Man is like a card-player, who receives from Nature his cards—his disposition, his circumstances, the strength or weakness of his will, of his mind, and of his body. The game of life is one of blended chance and skill. The best player will be defeated if he has hopelessly bad cards, but in the long run the skill of the player will not fail to tell.

* * *

Statistics published by the telephone companies show that more than 1,800 farmers within a radius of 30 miles of the city limits of Chicago have telephones in connection with regular exchanges, connecting with the county seats and other towns, and all can be reached from Chicago. Besides this showing, there are numerous country people who own their own telephones on private lines with neighbors.

Trade and professional secrets are protected by law in Germany. A machinist who entered the employ of a firm for the sole purpose of carrying back to his real employers all the "points" he got was recently sentenced to three months in jail, the business men who hired him to spy upon their rivals being sent to keep him company.

* * *

Thought is the real work of the world. If the ancient barbarian could have thought out modern civilization he could have produced it in a hundred years instead of fifty centuries. So it takes a great deal longer to do the thinking than to do the manual labor, in spite of the impression to the contrary. Workingmen should, therefore, be industrious—with their heads.

* * *

The Austrian Parliament has a member who is a waiter. Carl Mittermayer was elected to the Reichsrath four years ago, at a time when he was serving as a waiter in a small suburban restaurant. And there is a butcher in the British House of Commons. At least two M. P.'s are grocers, and there are a dozen who were once laborers. The Parliament of Vancouver has as its speaker a man who was once a coal miner in Northumberland.

* * *

Press dispatches announce a fatal explosion of picric acid, used in making smokeless powder, at a chemical works in Greisheim, Germany, resulting in the death of 50 persons and injury to about 150 others. The explosion occurred on the 25th inst., and is said to have been caused by a small fire which ignited the acid; in addition to this, 90 tons of smokeless powder exploded. The explosion was followed by fire, which spread with great rapidity and burned for five hours, destroying a large amount of property in the neighborhood.

* * *

The proprietors of the saloons at Mounts-ville, W. Va., will do business on the "community of interests" plan. Recently the council raised the license to \$500 from \$300. The barkeepers protested, but the council was obdurate, and so now the nine saloons will combine and operate one institution.

The combine business is making its way rapidly to the front as the only sensible plan on which to do business. After a little while the laborers will combine and form a universal trust, and share in the benefits.

* * *

Scotch railway employees seem to be especially favored in South Africa, and there has been a steady emigration for some time. Lately this tendency has become more pronounced, as many as thirty engineers and firemen leaving in one party. The result is that Scotch railways are already feeling the dearth of competent trainmen. As negotiations are on foot which will take away many more, the companies have instructed their station masters to look out for suitable men to enter the railway service in all the districts.

* * *

The English House of Lords has reversed the decision of the court dissolving the injunction rendered in the high court of justice, which enjoined General Secretary Bell, of the Amalgamated Society of Railway Servants, and Organizing Secretary Holmes from "watching and besetting" the Great Western Railroad stations and approaches with a view of inducing non-unionists to refrain from taking the places of strikers. This action of the House of Lords restores the injunction. The House held that it was not the intention of the Legislature to prevent a trades union from being sued, if, through its officers, it were guilty of illegal acts.

* * *

Prof. Huxley says: "Anyone who is acquainted with the state of the population of all our great industrial centers, whether in this or other countries, is aware that amidst a large and increasing body of that population '*la misere*' reigns supreme. And with every addition to the population, the multitude already sunk in the pit, and the number of the host hurrying toward it, continually increase." He further says: "If there is no hope of a large improvement in the condition of the greater part of the human family, I would hail the advent of some kindly comet to sweep it all away. What profits it to the human Prometheus that he has stolen the

fire of heaven to be his servant, and that the spirits of earth and air obey him, if the vulture of pauperism is eternally to tear his very vitals and keep him on the brink of destruction?"

* * *

There's a river called Luck that runs through our lives, but her flood it is sluggish and slow; and the treasure, which by her false current arrives, will never make very much show. And the man who sits down by her treacherous shore, vainly hoping his fortune to win, will wait till his locks are frosty with hoar, for his ship—it will never come in. But a far other stream is the River of Work—on her swelling and vigorous tide no place is reserved for the drone and the shirk—they must loiter and die by her side. And the man who with confidence, boldness and pluck, embarks on her affluent breast, will sail smoothly on and catch up with his "luck" by generous fortune caressed.

* * *

The local recruiting station for the United States Army says that recruits are not obtained as easily as some months ago. The decrease in the number of young men who are anxious to serve their country is attributed to the fact that the Philippine fight is near its close. Perhaps the knowing ones are correct in their diagnosis of the situation, but we are inclined to the belief that the ambitious young men of the country are learning that war carries with it few inducements for the private, except \$13 per month and a grave in a lonely land. Uncle Sam will have to change the ways of his army officers and do many things to better the condition of the private soldier if he expects to get first-class men for his army.

* * *

The city of Windsor, Nova Scotia, has just completed an opera-house which is owned by the city. And the people up there, according to the papers, are actually proud of their action. And just think of such oppression as the people providing for their own entertainment! Was anything more treasonable? Why, what will the capitalists do with all their money if the city does these things and won't pay them a profit? Why, Nova Scotia people will become as

heathenish as the people in most of the European cities, who own their own theaters and spend too much of their time seeing the best plays and operas at five and ten cents a seat, blind to the example of the free people of the United States, who can see plays for twenty-five cents to one dollar, and not own a theater or anything else, and most of them would not go to an opera, anyhow, because they do not have the money.

* * *

Another millionaire has given his indorsement to trades unions. Winfield Scott Stratton, who was a poor carpenter ten years ago, and is now many times a millionaire, by reason of his mining investments in Cripple Creek, Colo., has joined the Carpenters' Union, and is quoted as saying: "I was an humble carpenter myself once, and know what it is to work for a dollar a day, and oftentimes couldn't even get that. Unions are elevating; they increase the respect of labor, compel the respect of employers, and enable the union man to get wages that will educate his children and fit them for higher and more remunerative walks of life. I am spending \$50,000 a month developing mining property from which I will not take out a cent in ore until the full value of the territory is explored, and every cent of that money goes to union labor. I am paying from \$3 to \$5 a day, when I could hire men for half that price, but it would not be profitable nor right for a former workingman to take advantage of the necessities of his fellow-men."

* * *

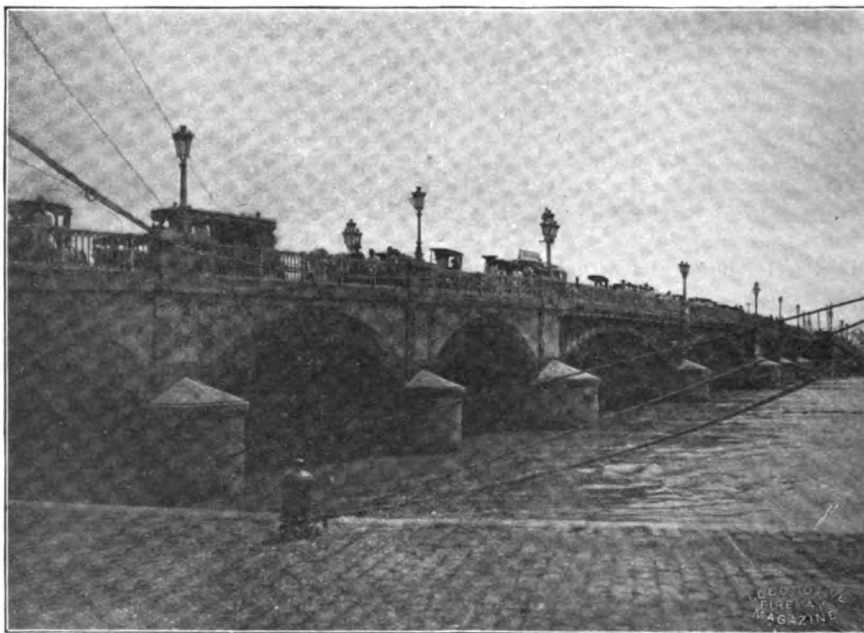
The Metropolitan Street Railway Company, of New York, has inaugurated a regular express service which it will extend to all the lines except the Broadway. The old mail cars which were used on the Third avenue road have been converted into freight carrying cars of the box type, and will be used for the service. Each has a capacity of at least three times that of the largest express wagon in use. Only four cars were put in service at first, and they were run entirely over the Eighth avenue line, but the officials of the Metropolitan Express Company, as the organization which is to run the cars is named, hopes within the next few weeks to operate at

least ten cars over the Madison and Sixth avenue lines, in addition to those on Eighth avenue. Receiving offices will be opened in all parts of the city. The plan of the company is to divide the city into districts, with receiving offices in each. Baggage left at these places will be carried by automobile to the nearest depot and there transferred to the express cars.

* * *

In 1840 an operative in the cotton mills of Rhode Island, working 13 and 14 hours a day, turned out 9,000 yards of standard sheeting in a year. In 1886 the operative in the same mill, with machinery, made 30,000 yards, working 10 hours a day. The displacement of hand labor in some of the cotton mills of the United States, from 1840

to 1890, by improved machinery, was from 33 to 50 per cent, and the average work of one operative working one year would in 1890 supply the annual wants of 1,600 fully clothed Chinese. Among the minor industries, in the manufacture of jewelry, one skilled workman, paid at the rate of \$2.50 to \$3 a day and working according to ante-machine methods in use a few years ago, could make up three dozen pairs of sleeve buttons a day. Now one boy, paid \$3 a week and working with modern machinery, can produce 9,000 pairs a day. In Adam Smith's day it was considered a wonderful achievement for 10 men to make 48,000 pins in a day, but now three men make 7,500,000 of a vastly superior quality in the same time.



THE "BRIDGE OF SPAIN," PASIG RIVER, MANILA.

MISCELLANY

FEDERATION.

BY CLINTON BANCROFT.

IN EDITORIAL NOTES in the May number the question is asked, "Why don't some one get after a solution of the Federation question?"

The reason is plain. It is a problem that can only be solved by the officials of organizations possessing the authority to act in convention. The theorist, the industrial economist, the correspondent, the individual can only point out a few reasons why system federation should be effected on all lines of railway to-day, and suggest a few fundamental principles upon which it should be built.

Federation means an alliance, an agreement, an organized system or plan of working together to effect a common purpose. It means a banding together of various associations of men subject to the control and direction of one central body of representatives limited in number, to whom is delegated the power to direct and control the action of the federated members. Unanimity of purpose, increased mobility and concert of action are its objects to the end that the most effective application of organized strength and power may be obtained.

Federation of labor organizations has heretofore been mainly effected with the one object in view of securing concert of action in regard to strikes only, and in preparing for them, or prosecuting them, after they have been declared. No other object seems to have been thought of in connection with it, and that which should be the last recourse of a labor organization was thus made the first and only object of federation. It is this mistake that caused the dissolu-

tion of the late Federation of American Railway Employees and cast the onus of failure upon federation itself, when such failure can be shown to be wholly due to the imperfect system and constitution by which it was governed. That there are other and more important functions to perform than the directing of movements during a strike seems not to have been thought of by the founders of that Federation and the writers of its constitution.

Chief among the economic advantages to be gained by federation may be named the centralization of organized labor's power and concert of action in its application. Combinations of labor-employing capital are being effected at such a rapid rate to-day that railway labor organizations are practically forced to federate in self-defense. Not to do so is a fatal blunder, and Napoleon declared a blunder in warfare to be worse than a crime. Railway orders have been sending their committees up to the managers years after year, one at a time, each representing an organization, to be sure, yet each virtually but a unit, asking for this or that concession, and relying on the sentiment of brotherhood alone for support in the event of disagreement. But there was no declaration of a common interest to be directly gained for all by the demands of one, no developed plan of action in presenting those demands, and no agreement, no fraternal understanding existed between them. Their organizations represented a negative protest, not a positive force. And the orders not interested in a direct way in the schedule or demand under consideration, not comprehending the vital relation it bore to their own affairs, looked on indifferently

and stood inactive and immovable as the great ocean of cause. "Your troubles are not our affairs," they thought, and so failure followed failure year after year. I realize the successes and concessions that have been gained in the way of schedules and wages; I speak now of strikes.

Finally a federation was effected. But it, too, was a negation designed only for emergencies, and failed for reasons already stated. Now a new federation is demanded, and the organizing intelligence of the times declares that it must assert a positive, onward, moving force in the labor world, and not merely be held as a reserve power to be turned on like an emergency brake in case of a collection. Such sudden stops are dangerous.

The federation of the future will be composed of the general officers of the federated orders and brotherhoods. They will establish permanent headquarters, and this industrial temple will be continually open. The functions of the Federated Board will be to act as intermediary between employing corporations and the five organizations of the system. The terms and conditions of all schedules will be made co-effective and co-existent as soon as practicable. Each organization will preserve its autonomy, and the work of each General Committee will be confined to organizing, ascertaining the desires of members and preparing schedules in accordance therewith, adjusting grievances as far as practicable and determining demands to be made upon employers. Thus, each general committee will govern the relations existing between members and their respective organizations. After schedules are prepared and demands are to be made upon the company concerned, they will be placed at once in the hands of the permanent Federated Board for adjustment.

As in the past, it has always been the policy of corporations to insist upon dealing with the individual employe in person, and deny recognition of his union until forced to recognize it, so it may be expected they will insist upon dealing with the representatives of each class organization, one by one, in matters affecting the members of each. Of course, as long as they could make the people believe they were only in-

sisting on a "business right," it was perfectly proper for them to do so. And if they can still fool the committees of the different orders, and make them believe they have no right to interfere in affairs affecting the relations of each other with the company, they may also be expected to assert that self-assumed "right" until forced to abandon such an unjust position.

And, as in the past, recognition of labor's right to organize and unite its forces in making lawful demands upon capital, has been contested, point by point, and only gained after the most stubborn resistance has been overcome; so will the new federation be compelled to struggle for recognition of the right of interference in the adjustment of relations between corporations and their employes. And as the power of system organizations will be multiplied tenfold by this plan of presenting demands, it may logically be expected also that corporation managers will resort to every technicality and sophistry and device known to their craft to delay and harass and disappoint, if possible. But such action will only prove the necessity of federation. Nay, the necessity of immediate organization may be largely measured by the degree of opposition such a move excites against it.

Since writing the foregoing, I have received the July number of THE TELEGRAPHER, with the "System Federation Agreement."

While the idea of preparing for and conducting strikes seems to be the only one actuating the minds of the parties to this agreement, as in the old, there are, nevertheless, some principles of great importance involved in this plan of federation. The authority to federate is granted by the executives of the five great railway organizations of the country. This makes for unanimity of purpose, concert of action and a more effective application of power.

The right to strike is recognized as labor's most effective weapon. The labor organization that voluntarily surrenders this right by not providing for it in a constitutional way, or hedges it about with impossible conditions, places itself at the mercy of capital: and capital knows no more of mercy than it does of justice. Yet, I hold, as stated,

that to conduct a strike is not the only nor the most important function of a Board of Federation.

It provides for independent system federation; and as some of the orders already have permanent salaried officers in the field, many strong federations will be organized. This agreement is a good foundation upon which to build, and out of this beginning will arise a substantial and practical National Federation of Railway Employees.

THE RISE AND GROWTH OF WEALTH.

BY E. BENJ. ANDREWS, LL. D.
[Copyrighted.]

WE have now briefly described the first two sets of conditions to wealth production, the absolute, nature and labor, and the all but absolute—capital and social organizations. A third class of these conditions remains, the rela-

of conditions. Not only can we not touch upon all these, but we can only partially discuss the few which we name.

To throw them into groups, these relative conditions cover, first, whatever promotes man's power to save up property, as good government, industrial liberty, thrift; secondly, all that quickens his will to save, as morality, freedom, culture, high rate of interest, the institution of private property. Then, also, relating to labor, there are, thirdly, the conditions prompting the will to labor, nearly the same as those stimulating the will to save; fourthly, those helpful to the quality of labor, as intelligence, education, practice; fifthly, the strength of the labor force of the country or countries in question, and, lastly, the conditions, such as labor-saving machinery and the organization of labor, enabling men to make the most out of a given amount of labor. The last two of these groups of conditions, those relating to the labor force, to machinery and to the organization of labor, we reserve for

UNDER—	THE WORKMAN HAS—		CONSEQUENTLY—
Slavery.	No rights, civil or political; pay determined by animal wants.	No interest in quantity or quality of work; no care for materials.	Only low grade industry possible.
The ordinary wage system.	Civil and perhaps political rights, but no legal property in product; pay determined before work is done.	No direct interest in quantity or quality of work or in care of material.	High technical skill possible; no surety of continuous or contented industry.
The piece-wage system.	Civil and perhaps political rights, but no legal property in product; pay determined by work done.	Interest in quantity only; otherwise same as above.	Greater encouragement while work lasts; otherwise same as above.
Profit-sharing or co-operation.	Civil and perhaps political rights, also property in product; pay determined by work done.	Direct interest in both quantity and quality of work and in care for material.	An ideal system wherever practicable.

The accompanying table, adapted from H. C. Adams, illustrates some of the points last discussed.

tive, whose formula is "the more the better." The other two classes of conditions being given, production will ensue, but it will be more or less abundant according to the degree in which those of this last class are present. It is not possible to specify in detail the aids to production coming under this last group. They are more than can be numbered. Whatever circumstance increases the amount or the efficiency of either labor or capital belongs in this third class

chapter XII. The others, so far as space permits, we canvass in the present chapter.

It obviously matters little to the wealth of a country how much its inhabitants produce, if they save nothing. All circumstances which make it possible to lay by part of what is produced and those which stimulate people's disposition to do this are, therefore, of the utmost consequence.

A strong and permanent government is thus seen to be a potent factor in the amass-

ing of wealth. In western continental Europe from the thirteenth to the seventeenth century farmers could not keep sheep on account of the unbridled rapacity of noblemen and their retainers. Only in England was the King's peace firm enough for this. Hence England became the great wool-raising country, able to collect from the continent an extensive export duty. Laws should be clear, certain and not changed save for good cause. They should be just to all men and classes, partial to none. Without good laws there is no certainty that one can keep or utilize what one might earn, and, therefore, no inducement to be provident. Under such circumstances the citizen tends to live from hand to mouth, which course always lessens his energy and skill and weakens all his economic powers. This is the main reason why certain countries, usually the richest on earth in natural resources, are actually among the poorest. When, on the other hand, citizens are sure of protection in honest industry and in the use and enjoyment of the wealth they acquire, lawless persons being under restraint, crimes promptly punished, litigation not too costly, the monetary and banking system not a source of fraud, taxes reasonable in amount and imposed fairly among the different social classes, considerable wealth is certain to be piled up, however poor the country may naturally be. Judicious poor laws and laws on taxation are of especially vital consequence. The world is at this moment probably suffering more from bad taxation than from all other governmental ills together. It should be noticed that the lack of a good law may retard production quite as much as the existence of a bad one. The state of affairs in every American or European city, permitting the increase which land values take on by the growth of the city to be pocketed by the owner, though they are earned by the joint toil of the whole community, can be cured only by positive new legislation upon taxation, which will certainly be forthcoming as soon as the public really understands the merits of the question.

Government may intend to be fair and honest and yet may do us incalculable mis-

chief by well-meant interference with the natural operations of business. Usually legislation nearly always bears evil fruit in this way. People with capital to lend, not wishing to disobey the law, continue to employ their own capital, when if loaned it might be administered by other parties much more profitably. On the other hand, poor but honest men of rare business ability who might succeed splendidly in control of great enterprises, being destitute of capital and unable to borrow at the legal rate, go on working for salaries or wages, much to the repression of the community's progress in wealth-making. A bad bankrupt law or the absence of any bankrupt law discourages business talent from doing its best. Able men who have failed in business—many of them through no fault of their own—do not try again; others, with superb business powers, are hindered from great undertakings for fear they may fail and be held down for life. Good laws in these and similar particulars are of the utmost industrial worth, as is also the prompt and just application of all laws which relate to business. In spite of what socialists and communists urge to the contrary, the institution of private property at present probably conduces greatly to the organization of wealth through the spur it brings to bear upon men to invest, toil and save.

One of the best things a government can do for the promotion of its subjects' material well being is to make laws for the easy transfer of land titles and for the easy and inexpensive proof of those titles. Inattention to these matters is a potent reason for the backwardness in wealth creation so noticeable throughout nearly all Spanish-America and the Turkish empire. Men will not purchase or improve land when there is likelihood that the title may be found invalid or danger that they will have to expend large sums to prove it good. Even in London formerly the purchaser of a land site often paid as much for the proving of his title as for the land itself. The process was necessarily long. To be sure at last of a clear title to one's house lot was a happy experience. The pious Dr. Watts may very possibly have had such joy in his heart or

his memory in composing these well-known lines:

When I can read my title clear
To mansions in the skies,
I'll bid farewell to every fear
And wipe my weeping eyes.

A main reason for the rapid growth of wealth in Australia and in the great States of the Mississippi Valley has been the ease and the little cost with which clear titles to land property could be obtained.

Lastly, on the economic importance of governmental efficiency, we add the remark of Alexander Hamilton that "the true test of a good government is its aptitude and tendency to produce good administration," or, as Pope put it:

For forms of government let fools contest;
That which is best administer'd is best.

It would, however, be a grave error to suppose that populations produce much or little in proportion to the excellence or demerit of the governments or laws. Much more depends on influences either not in any way connected with government or very remotely connected. Peoples, like individuals, greatly differ by nature in thrift, resolution, intelligence, initiative, differences which can perhaps in no case be quite satisfactorily accounted for. Nations may be equally free so far as their civil politics are concerned, yet feel in very varying degree the inspiration of freedom and the accompanying impulse to the creation of wealth. To a certain extent, so long as it is rational and human, culture aids wealth production much as freedom does. Morality acts similarly. Conscientiousness favors fidelity to appointed work, care for materials, obedience to law. In all these ways it obviates or lessens expenses for oversight and for police. It also implies contentment and hope, industrial qualities of the first moment. To all co-operative forms of industry and to all close organization of labor considerable morality is indispensable.

Production is extremely dependent on people's industrial and general mood. Anything which diminishes confidence will lessen industry. The reverse is equally true. Let men feel sure that "times are going to be good," that their wheat, corn, beef and wares will find ready sale, and production will multiply apace. A regime of healthy

rising prices always creates this cheerful temper and renews activity throughout the industrial public. A period of falling prices has precisely the opposite effect. Money is taken out of productive enterprises and hoarded, wages fall, business failures are numerous, timidity takes the place of courage and most promising opportunities for wealth-making are neglected. Such was the condition of affairs in Great Britain between the Napoleonic wars and the discovery of gold in Australia and California.

The native intelligence of a people has very much to do with its industrial proficiency, but still more depends on the training of its intelligence through well-ordered educational appliances. Large, diversified and widely distributed intelligence is necessary to the highest productiveness. Best of all is it if the education takes an industrial direction. It is mainly industrial education that has enabled Germany to make in recent years such astonishing progress in manufactures and commerce. The modern Greeks are as bright as any nation on earth and their ordinary schools are good, but, as their schooling does nothing to train or turn their intelligence into any industrial channel, they not only have insignificant manufactures and trade, but do not do anything to develop the rich agricultural resources of their territory. This industrial apathy is no doubt also due in great measure to infirm and corrupt government. Intelligent Greeks have assured the writer that there is not an office-holder in Greece, from the prime minister down to the lowest corporal in the army, whose palms do not itch for bribes.

A favorable relation of workmen to their government and to the proceeds of their toil are inestimably helpful in wealth-making. That population will labor to the best effect which has the most honorable political status. Serfs out-toil slaves, freemen do better still, those having the electoral franchise best of all. The self-employed are usually the most diligent and earnest, co-operators next, then piece wage workers, then time wage workers. High pay begets zeal, low pay brings apathy. Well-paid workmen are so much more efficient that to a very great extent high wages and low labor cost of production go together. That they are usually better paid in America is

among the foremost reasons why our immigrants achieve more here than in their own homes.

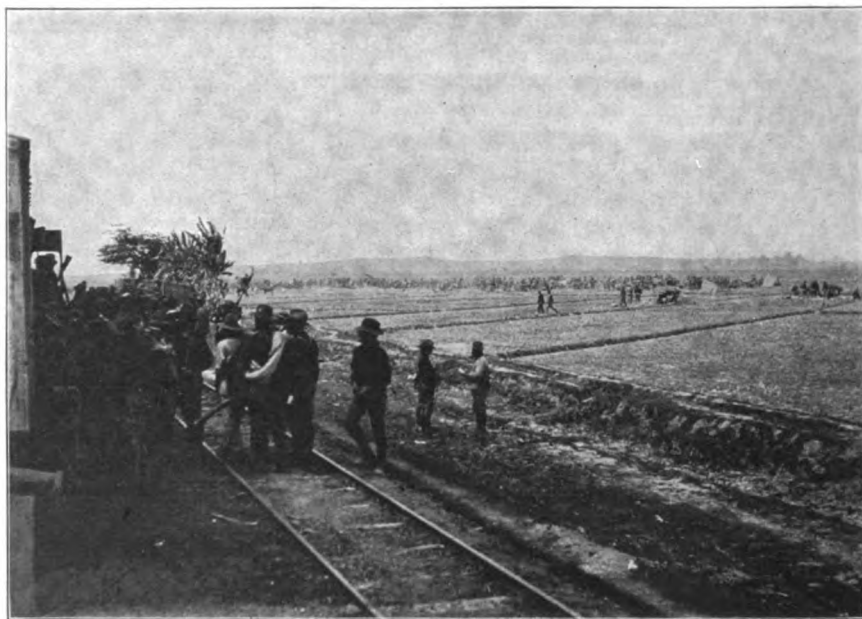
ANOTHER "LATEST" BY EDISON.

EDISON'S discovery of a method to produce a cheap Portland cement has started a wide discussion. The famous wizard believes that he will accomplish a revolution in house building, and that he will largely drive out stone and brick, and even wood, as a building material. The houses of the new era will be of

may want and whatever style of architecture.

"There will probably be hundreds of designs. The contractors will put up their concrete mixer and have their beams and forms ready. They will pour the form for the first story, and so on. To do that, all they will require will be common labor—a few men and one boss.

"That is what I think will be done eventually. And such a house can be made cheaply. It seems to me there will not be much use for carpenters then. There will



PHILIPPINE ISLAND SCENERY—AMERICAN SOLDIERS DRAWING RATIONS FROM COMMISSARY CAR.

cement, in the form of concrete, and of steel, and, besides being fireproof, and thus working a great economy in the matter of destruction, the edifices will require much less skilled labor in their erection, and rents, of course, will also be forced downward.

"My impression is," says Edison, "that in discussing his new discovery, 'that the time will come when each contractor will have standard forms or patterns of houses. The forms will be made of wood and a contractor using one of the standard shape will simply go out and 'pour' a house.

"The intending customer can pick out a house from the wooden forms and from pictures. He can choose whatever size he

be cabinet makers, to be sure. Why, even the floors and stairs will be made of concrete.

"When the price of cement is \$1 per barrel, or \$5 per ton, it is bound to drive out other building material. The houses will be built on skeletons of steel beams. The building mixture will be extremely cheap, for it will be composed of one part cement, three parts sand and five parts crushed stone. Put the wooden forms around the steel frames, pour in the concrete mixture and let it 'set.' Remove the wooden mold or form, and the building is complete, and when dried and hardened will be ready for occupancy, and will last for ages.

THE MAN FROM NEW ZEALAND.

AN amusing interview with a man from New Zealand was published in the *Toronto Mail and Empire* recently. The article was headed "A Fool's Paradise," which headline sought to convey the impression that that country was full of cranks. The man interviewed was evidently one of those who idolize the dollar and belittle the man who makes it by his labor.

Reading between the lines suggests that New Zealand is the workingman's country par excellence, because they have been successful in framing laws for the use and benefit of those who do the work.

When capitalists leave a place it is natural for them to think that it will of necessity go to "the demnition bow-wows," but as labor and land are the prime factors in the production of capital, the country will be better off by their absence, and it is altogether likely that under the beneficent action of just laws capitalists, as such, will not occur again. Part of the interview as printed reads as follows:

Mr. Gould is a representative of the landholders, who, in the early days, went out in the primeval forests of New Zealand and hewed themselves out fortunes from the bush. Acquiring large tracts of land at nominal prices they made these valuable by clearing and getting into grass—there is no natural grass in New Zealand—and consequently feel aggrieved when the government puts a progressive land tax—a tax increasing with the amount of land owned by one person—into force with the avowed intent, and effect, of breaking up these large estates into small holdings, as the tax rate is much lighter on 1,000 acres than on 5,000, or 50,000 acres.

The situation, in Mr. Gould's view, is this: New Zealand is a wonderfully fertile land, capable of supporting from ten to fifteen million people. It has a population of 750,000, and it is away in a corner of the world by itself, so that it is free from competition. Consequently, with large resources, freedom from competition and small population, it is able to try any experiments in legislation without feeling the effects, so long as the resources hold out.

Capital is being rapidly driven from the island, but the people do not feel the effects of this for several reasons. The government, by its progressive land tax, has either broken up the big estates and brought them back into its own hands to be divided up, or else it has compelled the holders to pay a tax of threepence in the pound, which really amounts to a 25 per cent. tax on income. Besides, the government borrows money in England at 3½ per cent., and lends it out again at 4 per cent., and it also lends at 4 per cent. the surplus funds which it has accumulated from the profits of its Government Insurance Company. Not only is the capitalist taxed to death upon his land, but if he lends money he must compete against government loans at 4 per cent., and in addition must pay a mortgage tax, which amounts to nearly one-half of one per cent. on the capital lent.

The compulsory arbitration law has a side which has not been exposed by those who laud it to the skies. When there is a disagreement as to wages the employes first apply to the Conciliation Court, but, as a matter of course, the case is passed on to the Compulsory Arbitration Court. This court, for instance, raises the wages. The employer says he cannot stand this increase, and the government helps him out by putting another five per cent. customs duty on the article he manufactures. Besides the heavy land tax, the customs duties now range from 25 to 50 per cent. ad valorem, and the idea seems to be to keep up the wages of the workingmen by taxing the land and the capitalist.

Everything has gone on swimmingly so far, says Mr. Gould, because the taxation from the capitalist and the big landholder is not yet exhausted, but the men with energy and money are getting out of New Zealand as rapidly as they can, and going to Australia, the United States and the Argentine.

To further help the workingman immigration has been stopped for ten years, and the country has to provide for nothing but the natural increase of population.

But in the view of Mr. Gould there is only one end to all this. The land tax must rapidly diminish, because the tax bears

most heavily on the large estates, and when broken up into small farms the taxes on the same land are very light. An estate worth £250,000 pays threepence in the pound, but if it is broken up into ten estates of £25,000 each the tax is only 1¼d. in the pound. On smaller farms yet the tax is still lighter. Who will pay the extra 1¾d., or the mortgage tax, or the heavy customs duties, when the capitalists have taken themselves off? is what Mr. Gould asks. In other words, the New Zealand legislation is an experiment which has only succeeded so far because of exceptional circumstances, and which will prove a failure when the resources of the country give out.

In the meantime these resources are very great. New Zealand ships large quantities of cheese, butter, and even perishable fruits to England in cold storage. About three and a half million carcasses of frozen mutton are shipped yearly, and a large quantity of frozen beef, besides wool and hides.

THE HUNGARIAN TELEPHONE-NEWSPAPER.

IN Budapest, Hungary, they have a new method of distributing news that is entirely novel. An article by Thomas S. Denison, in a recent issue of the *World's Work*, gives a very good description of the arrangement. Mr. Denison writes:

"I went to Budapest last May, expecting to find this unique 'newspaper,' of which I had heard so much, rather a fad for a few score of people who had sufficient interest to keep it as a passing diversion. To my surprise I found a great journal with all the equipments of a first-class paper, in a very lively city of nearly 600,000 people—all the equipment, that is, except presses, paper and printer's ink. *Telefon-Hirmondo* has 6,200 subscribers. The staff consists of a business manager, an editor-in-chief, four assistant editors, and nine reporters."

The company, we are told, owns its own plant and has the same right to place wires that is enjoyed by the telephone and telegraph companies. A reader, who is called a "stentor," talks into a double receiver, and the subscriber has two ear-pieces like those used by the telephone clerks. The sound of

the reader's voice is greatly strengthened by the machine. Says the writer:

"It is most interesting to follow the actual 'issue of the paper.' A complete program is tacked to the wall above each subscriber's receiver, and a glance at this tells just what may be expected at any hour, every day, except Sundays and holidays, having the same program. The issue begins at 10:30 a. m. and ends about 10:30 p. m., unless a concert or some other night event is being reported, when it keeps on till later. . . .

"The mechanical processes of the paper are about as follows: The news (telegraphic, exchange, specials and locals) is secured by the ordinary methods known in all newspaper offices. The reporter who has finished his assignment writes out his matter in ink and submits it to his chief, who signs it on the margin of the printed form. The signature fixes responsibility. A clerk then takes the copy and carefully copies it with lithographic ink on long galley slips. These are transferred to the stone so as to appear in parallel columns about six inches wide and two feet long. Two pressmen take several impressions on a roller-movement hand-press. Common printing-paper is used. Each sheet is submitted to an assistant editor, who, with the aid of a copy-holder, exactly as in proofreading, verifies its correctness. This sheet constitutes the file, and a duplicate is cut up into convenient strips for the use of the stentors. Each sheet comprises a certain part of the program, and the whole number of sheets, with hour dates, constitute the day's file.

"The stentors are six in number in winter, when the paper is likely to be crowded with important matter, four for duty and two alternates. In summer four suffice. The stentors have strong, clear voices and distinct articulation, and the news comes from the receivers with remarkable strength and clearness. When all six stentors are present, they take turns of ten minutes each; if for any reason only two are on duty, a half-hour is the extreme required of one reader."

The "newspaper" not only furnishes news to its subscribers, but regales them with music, and possesses a regular concert-room

and salaried performers for this purpose, rather a novelty for a newspaper staff. Mr. Denison concludes:

"*Hirmondo* is at present trying an experiment with 'penny-in-the-slot' machines. The coin used is a 20-filler piece, worth about 2 cents of our money. Music by telephone, whether vocal or instrumental, still leaves something to be desired. The telephone timber must be got rid of before music can be transmitted satisfactorily. The report of news, however, is highly satisfactory.

"So far as a stranger can judge, who is wholly ignorant of the language of the country, the enterprise is distinctly a success. The paper is so well known and has accomplished so much that it appears to be beyond the stage of experiment, so far as Budapest is concerned. One strong point in its favor is its early reports. In this respect the paper has a strong hold, for it is able to issue an 'extra' at any hour of the day. Moreover, invalids and busy people may get as much news as they want with little effort. Indeed, the plan has so many advantages, that we shall probably see it in operation on this side of the ocean, with the improvements that Yankee ingenuity will be sure to devise."

HOW THE TERM "BUGHOUSE" ORIGINATED.

It is a curious fact that "slang travels faster than steam." This is vaguely ascribed to the telegraph and the operators, but no one save the operators seem to know how quickly catch phrases are made to fly from city to city. All things center in the telegraph offices; to them go all sorts of people—theatrical folk, "horsey" men, commercial travelers, men about town. Messengers, receiving clerks, and, in smaller cities, even the operators hear and are quick to "pick up" the "latest" phrases and catch words, such as will lend themselves to interjection between the messages handled on a busy wire. Telegraph offices are busy places, and those working in them must needs condense their humor into the smallest possible space or go without it; hence, telegraphic wit is generally confined to crisp things that come

out with a click, and are so edged with sarcasm as to reach hundreds of miles to the man at the other end of the wire.

One somewhat vulgar word, "bughouse," originated in a telegraph office, and had a surprisingly quick popularity. An old-time telegrapher in conversation with a representative of the New York *Evening Post*, tells the following story in regard to it: On a busy morning the first wire of a telegraph company between New York and Baltimore went out of balance. In other words the delicate currents traversing it encountered a resistance great enough to cause them to cease intelligibly to actuate the multiplex instruments connected with it. The wire chiefs between Baltimore and New York were called in and, after much testing, the trouble was located in Baltimore's instruments. The Baltimore wire chief, upon close examination, found that the trouble was caused by a cockroach, which, after tumbling into an ink well, flush with the table, crawled out and dragged its wet body upon the top of the resistance box, trying to escape into the box's interior through one of the switch plug holes.

The insect's wet body formed a connection, and this current traversed it as readily as it would have a metal plug placed in the hole; therefore, many hundred ohms too much resistance was thrown across the path of the passing currents. Hence the resistance box "had a bug;" which created "wire trouble." This information was repeated to New York, when the wire started again. The story was told about the metropolitan office, discussed and commented upon, and a new slang word came into being, one just suited to telegraphic uses. Variations were settled upon within fifteen minutes, and the new bit of slang was sent flying over the country in every direction as the poor wit of the operators found opportunity to use it.

Soon afterward I was assigned to the St. Louis wire. I knew the man in the Missouri city personally, and we were much given to joking with each other. I was ready to pass the new word on to him when occasion offered, but before the opportunity

came a difference of opinion arose between us over the subject matter of a newspaper special then passing between us. At an interesting point in the controversy my distant friend calmly clicked off the opinion that I "was bughouse." "Where did you get hold of that?" I asked. He said: "The man on the Cincinnati wire just yelled it at me." So Baltimore had passed the new slang to Cincinnati. St. Louis got it next, and probably passed it to Ogden, and Ogden sent it flying to the Pacific coast. Chicago had it from Cincinnati, and passed it to

the Northwest. St. Louis clicked it to New Orleans and the Southwest. It could, traveling at the rate it maintained in the first fifteen minutes of its life, have traversed the United States and Canada within an hour. The operators passed it to the clerks in each office, the clerks to the messenger boys and the boys bore it into every nook and corner of their respective cities. The next day the smaller cities had the new idiom, with variations; next the small towns and rural communities received it: in a week it was worn threadbare.



Woman's World

"THAT UNSOLVED PROBLEM."

READ with great interest the brilliant article by "Dot" in the April TELEGRAPHER. I am sorry my February number did not reach me, and that I missed that learned article by "B. C. B.," for I am sure, from the indignation and scorn expressed by Dot, his little essay on "Woman Usurpers" was either a production of thoughtlessness or rank ignorance and narrowness.

Brothers and sisters, what is the use of so much talk about "Woman in Public Life" or "Home as Woman's Limit?" Although it is a subject daily discussed, we well know that were it argued and debated upon, from this hour till doom's day, there is no law, no power in this vast universe which can compel every man, woman and child to view it in the same light, to accept an established opinion. We all have our theories, our opinionated opinions, and will continue to keep them, regardless of all that has been or ever may be said. As other brothers and sisters have seen fit to air their views upon this subject, I will also take the same privilege, although, as I said before, it is, to my mind, an undebatable, unconquerable subject.

My opinionated opinion is: That Home is the Limit for Some Women and that Home is NOT the limit for some women. In short, duty, circumstance, capability and opportunity alone restricts and decides woman's limit in life. Each person's opinion on the subject is then due to position; for instance, to illustrate: A girl who has every comfort at home, and who does not need to go out into the world, will almost invariably hold that home is woman's limit, while a girl who is forced out into the world by circumstances over which she has no control, to do and dare for herself, will

firmly maintain that home is not woman's limit.

Not God, but man, has endeavored to draw and establish the "Home Limit Line." After creating Adam God saw that man's existence would be fruitless, unsuccessful, absolutely incomplete without a helpmate, a woman. Accordingly, in His marvelous way, created He Eve, a woman, to fill the honorable position of wife and mother. It is a dear thought to every true feminine heart that God's first need for her was this position of worth and trust. But we do not find any record which positively states that the Creator restricted woman's capabilities and abilities to the limit of home life. No, although man may attempt to do this, God never authorized him to do so. Let us consider whether there ever has been an age in which woman has been kept within the bounds of her so-called limit.

Beginning with the first woman, Mother Eve, we may justly credit (or accuse, if you like) her for indulging in ambitious longings for a peep into the outer world, for knowledge which her home circle limit could not afford nor satisfy. It is my belief that Eve was tired of the hum-drum life, tired of Adam's stupidity and indifference when she conceived of the idea to eat of the tree of knowledge, which alone could reveal all to her. Nor was she selfish in her hour of triumph, in the expectancy of her discovery, for, although she had to do a good deal of scolding and coaxing, to induce Adam to get up enough spunk to eat *even the core*, she displayed her true womanly trait, *unselfishness*, by offering, yes, forcing him to share the revelation. Very likely, had Adam thought of it first he would have "hogged" the whole apple and left Eve groping in darkness. I read a little squib in a local paper

the other day which said: "Eve ate of the apple to gain knowledge; Adam devoured the core because he was hungry!"

However, by this first departure, Eve set before us the example of aspiration, a thirst for knowledge and power; be the example good or bad it proves that man owes the first step and the after advancements of civilization to woman's aspiration, energy and curiosity, too, if you like. Yes, the fact that it was Eve and not Adam who longed for enlightenment and was willing to run the risk, the result and penalty of overstepping the Eden limit, is ample proof that woman and not man was the originator of all the results man is now reaping from civilization. Had it been left to the enterprising (?) Adam, I am afraid we would not be beyond the monkey age. Brothers, read up history and study the lives of good and famous women of past centuries, and you will find they did not confine their deeds to home life alone.

There are hundreds of twentieth century Portias, although it may not be necessary for them to don male attire, go into court and plead a cause, as did Shakespeare's Portia; nevertheless, the work of the modern Portia produces as effectual results, and although their deeds may not be eulogized, they are just as deserving and brave. On the other hand, we may be impressed with the life of good, faithful Penelope, but hers cannot be taken as a model for all women. Suppose we all follow her example and sit and weave and undo, weave and undo, having perfect faith and trust in the coming of our Ulysses; wouldn't some of us be a disappointed and sorry set? How many have tried this "Penelope act" and found it a successful fizzle? After finding this pet theory a delusion and a snare, isn't it best to take up our cross and do our duty faithfully, earnestly and cheerfully, even though circumstances force us beyond the threshold of our homes?

If all women were good Quaker maids and matrons, or famous Martha Washingtons, they would, indeed, be a detriment and stumbling block to man, socially and politically. Why? consider the effect such a condition would have upon the position of man. How would you dispose of the Penelopes and the little Penelopes, after

the Ulysseses shuffled off their mortal coils and left these poor innocents alone, homeless and unprotected, and without a grain of knowledge concerning the outside world and the responsibilities attached to the plain and ordinary act of living? Who is going to fight the battles of life for them, if they are left without a legacy (it being a well understood fact there would be plenty willing, provided there was a legacy). Let her take in washing, sewing, go out as a cook, nurse or other labor recognized as within woman's sphere? Ah, yes; but stop and think. Would the demand equal the supply? Never! There would be but one way to keep your pretty Penelopes from starvation, and that would be to levy a "Penelope tax" upon every male citizen for the support of these idle women. This, of course, would necessitate more charitable institutions, and it is plain that this tax would cause a domestic war, for it would take from every home some luxury, and from some homes some comfort now enjoyed. We often hear men say, "Let woman use her individual influence and intellect within her home circle." I should like to ask the sisters of this order how many of you have been successful in winning ALL the male members of your home and of your acquaintances to your way of reasoning? For once, every woman's tongue is dumb. So, brothers, your scheme to let each individual woman use her individual influence in her individual home falls to the ground with a crash. It won't work.

Did it never occur to your superior minds that if you yourselves would encourage and nourish your own adoption, "Individual Influence," there would absolutely be no necessity for the various societies, reforms and leagues so important and necessary to Christian civilization? What few of these circles we now have would be quickly abolished, if you would yield to good home influence and early in life undergo a good physis of home training.

Studying (as well as criticising) the woman of to-day, we find a great many filling positions in public life. Women of all known professions. This being so, there naturally must be a cause for such a "disgraceful state of affairs." There cannot be a result without a cause. Then answer this

question: "Has man's attitude toward woman had anything to do with her overstepping the chalked man-made line?" Man, it is true, you have been our greatest teacher. It is you who has taught us to be masculine (?) It is you who from the beginning have slowly but gradually forced us beyond the bar which separates home life from business turmoil. In most cases it is you who have forced us to buckle on the armor of self-support. How? Face

cite you to two men engaged at making a living at woman's supposed post of duty.

No, at this late date, it is not masculine taste, as men are so eager to accuse, that prompts women to seek the business world, but if it's not neglect of some "man in authority" it is circumstance and duty. If man could not, without the aid of woman, his acknowledged better self, attain this golden age alone, then he has no right to invite, request or seek to force her to take a back



CALIFORNIA BIG TREES—"GRIZZLY GIANT."
Courtesy of Southern Pacific Company.

the question fairly and you can answer it without any reminders from us. Thus woman has been compelled to undertake the professional field, and in most cases she is successful. This age is really the beginning of Woman's Era, and when it reaches its zenith, will the bankrupt woman, the absconding woman, the physical and morally wrecked woman be prevalent? Reason answers No!

Perhaps it would be well to say right here that where you can show us one woman occupying a man's position we can

seat that he alone may enjoy and realize all the honors and reap all the reward, simply because he, a man, was created first. There is an old saying, "Keep the Best for the Last," and no doubt God had this thought in His mind's eye when He created woman last, last of all creation. I will not touch upon the political pros and cons of this broad subject, as my article is already too long.

Now, girls, in order to restore these men their dignity and rights they accuse us of wrongfully and willfully taking from them,

let us offer them an opportunity to remedy the abuse of the past ages. This is an age of organizations, so let us cheerfully submit to their organizing a "Woman's Home Limit," and see how many Box Car Bills will take hold of the plan heartily. The institution is to be founded upon some principle as the Bellamy or the Altrurian organization, and every male citizen is required to remit into a general fund for the support of all females who cannot find work within their "sphere."

In return for our support the matrons will keep the homes in good old Puritan style, smooth "my lord's" ruffled brow with a soft white hand, without even knowing why or caring why the brow is ruffled. The young women will teach the schools, calm your throbbing hearts with soft, sweet music, and when some gallant Don Quixote offers his heart and hand he can do so fearlessly, for there will be no such word as "No" spoken so as to chill him to the marrow bone, for if we are to be Puritan women THEY must be Puritan men. My girls; isn't that a scheme? No worry of to-morrow; no more bad bargains!

I know of no other method by which you men can keep the women within the home yard. I am sure it would be more to the average woman's liking and comfort if home could be made her limit.

During the years I have been a railroad agent I have often envied girls who were so fortunate as to avoid the disagreeable duties of public life and be privileged to stay within the parental homes, out of harm's way, temptation and criticism. The

time comes and often to every business woman when she would gladly change her position for a few hours of domestic quiet and privacy.

Some have an idea that because a woman CAN and DOES keep up a cheerful attitude during her business life, that it is due to masculine tastes alone, and not because of duty, the true reason.

Now the sum and substance of this question is this: May, can, must, might, could, would or should all women be modern Penelopes, Portias, or EITHER, just as our taskmaster circumstances decides? I think that all intellectual men will let this "Home Limit" problem rest this way: That home is the limit for some women, for those whom the duties of life has never required or called into the actual battle; but for those whom necessity and want calls beyond into the battlefield it is their duty, their privilege to accept the call.

Home never has been nor never will be a woman's limit in time of actual and active battle; it certainly was not the Creator's intention to place a limitation upon any division of mankind.

Every woman is quite willing to admit that, although home is by no means her limit, it is her highest, broadest, noblest field, and to every woman

"There are three words that sweetly blend.

That on the heart are graven:
A precious soothing balm they lend.
They're Mother, Home and Heaven."

LUCY K. WHITE.

Kenwood, Cal.



Poetical

Drouth.

The young grain dies in the furrows, the parched
fields pant for rain;
The cattle, mad with a quenchless thirst, bellow
in helpless pain.
The farmer watches his substance fade—cotton
and corn and wheat—
And he hides his face in prayerful fear from
the sun king's blistering heat.

The soil is fuel to sun by day and a furnace to
air by night;
The wind is a searching, withering flame, his
breath is a final blight.
The shame of a childless woman is the shame of
the barren earth,
And sun and star look down to scoff at a fruitless
planet's dearth.

Dun sands mark where the river ran; brooklet
and pool and well
Have yielded their feeble, futile drops to the
thirst of an earthly hell.
The sturdy trees of the forest droop in the curse
of a blasting air,
And man at last with a bodeful heart, turns
to his God in prayer.

Men gather in the market place from workshop
and field and byre,
In late repentance asking the cause of Jehovah's
ire;
Unpracticed hinges of the knee creak as they
sink to pray,
And quivering lips form an awkward prayer
in fear of the Judgment Day.

.

Ye have had your years of plenty, your bins
have groaned with grain;
Wealth crowned your pettiest labors, ye knew not
the touch of pain;
Then ye reveled in wine-won gladness, loud in
your boasting ye cried,
Forgetting the God of your fathers, ignoring
Him in your pride.

He giveth the cooling showers, He giveth the
harvests ye glean;
He sendeth to nations the fat years; behold! He
sendeth the lean!

Yet unto Him who gave ye all no little part ye
yield;
Behold, He demandeth His portion, tribute of
mart and field!

In years when ye reveled in plenty ye hearkened
not to the Word;
The orphan starved at your doorway, the weak-
lings ye put to the sword.
Lo! now is the time of payment, plead not to
Him of your needs!
Ye heard not the cry of the starving—He meas-
ures you now by your deeds.

Vainly, in triumph, ye boasted, what your hand
and your brain had wrought;
The times and the seasons of plenty that you
and your cliques had brought;
Know that your boasts were idle, lies were your
foolish words—
For good and ill and life and death, these and
all else are the Lord's.

To whoso walks in His pathway, who holdeth His
name in awe,
He giveth fullness and plenty to him who keepeth
the law.
He dealeth to all in justice; from whoso his por-
tion denies
He claimeth a double portion for the flames of
sacrifice.

Low burns the flame on the altar, the incense
odors arise;
The nations yield up the tribute, a hard-wrung
sacrifice,
The blight of His wrath is upon you, sore is your
passion and pain!

.

When the fires of anger are sated, then only
will come the rain!
— T. K. Hedrick, in the *St. Louis Globe-Demo-
crat*.

When the Light Goes Out.

Tho' yer lamp of life is burnin' with a clear and
steady light,
An' it never seems to flicker, but it allers shinin'
bright.
Tho' it sheds its rays unbroken for a thousand
happy days—

Father Time is ever turnin' down the wick that
feeds ther blaze.

So it clearly is yer duty if you've got a thing
ter do,

To put yer shoulder to the wheel an' try an'
push her through;

Ef yer upon a wayward track ye better turn
about—

You've lost the chance to do it when

The

Light

Goes

Out.

Speak kindly to ther woman who is workin' for
yer praise,

The same way ez you used ter in those happy
courtin' days;

She likes appreciation jest the same ez me an'
you,

An' it's only right an' proper that give her what
is due.

Don't wait until her lamp of life is burnin' dim
an' low,

Afore yer tell her what yer orter told her long
ago—

Now's the time to cheer her up an' put her blues
to rout—

You've lost the chance to do it when

The

Light

Goes

Out.

Don't keep a puttin' matters off an' settin' dates
ahead—

To-morrow's sun'll find a hundred thousand of
us dead;

Don't think because yer feelin' well yer won't be
sick no more—

Sometimes the reddest pippin hez a worm-hole to
the core.

Don't let a killin' habit grow upon you soft and
still

Because yer think that yer can throw it from yer
at yer will—

Now's yer time to quit it when yer feelin' brave
an' stout—

You've lost the chance to do it when

The

Light

Goes

Out.

I'd rather die with nuthin' than ter have other
people say

Thet I hed got my money in a robbin', graspin'
way;

No words above my restin' place from any tongue
or pen

Would have a deeper meanin' than "He helped
his fellow men."

So ef you hev a fortune an' you want to help
the poor,

Don't keep a stavin' off until you get a little
more;

Ef you're upon a miser's track you'd better turn
about—

Yer record keeps on burnin' when

The

Light

Goes

Out.

—HENRY S. CHESTER.

Dark Thoughts.

He sat at his table by the clicking key,

Watching the hours go by,

And the gloom of the outer darkness fell

Around him with a sigh.

His brow was clouded with thought's dark train,

As it slowly traced the rail,

From the castle of his boyish hopes,

To the station we call "Fail."

Along the line were scattered friends,

Of his early boyhood days,

When life was in its blossom sweet,

And the sun shed golden rays.

His face lighted up as he dreamed again,

Of his childish joys of yore,

And the happiness of his generous youth

Spread glory round him more.

For an instant by love's flashing light,

He saw his mother's form,

And raised his lips to touch her brow,

But alas, and she was gone.

And his head lay heavy upon his hands,

When the vision passed away,

And the clouds of his after-life grew dark,

Close following the unnatural day.

In practice, the tenor of his daily life,

Was eager, selfish greed,

And not wearing the crown of Brotherhood,

How could this man be freed?

Gain for self, for others not a thought,

Was written on his soul,

And struggling with his slaving bonds,

He hoards his petty gold.

Dark thoughts must come to those, like him,

Who are against mankind arrayed,

Whose only song is greed and gain,

In that, whose only prayer is prayed.

Wisdom, from her mountain heights,

Is stranger to his name,

And Love's darts flying in the air,

Ne'er pierced his wearied brain.

But, hand in hand in fellowship,

They take their joyous flight,

And comes from out the Heavens blue—

"For God, Humanity, and Right."

—IVANHOE.

FACE-TIOUS

The Progress of the Season.

"Johnny," said the teacher, "can February, March?"

"No," said Johnny, "but April, May."—*Life*.

Not His Wife.

Closefist—Does your wife eternally pester you for money?

Graspit—No; the people she buys things from do that.—*Ohio State Journal*.

An Unwilling Victim.

First Reporter—I guess I'll take a little of your tobacco, if you don't mind.

Second Reporter—I don't care how little you take.—*Sommerville Journal*.

Capitalist and Laborer.

"Why so busy?" the jaybird asked.

"What are you doing, pray?"

"I suppose," said the robin, "I'm making a nest

For you, you blooming jay."

Thrives on Wealth.

Willie—Teacher told us to-day that there's a certain kind of tree that grows out of rocks. I can't remember what it was. Do you know, pa?

Pa—It's a family tree, I guess.—*Philadelphia Press*.

Mr. Woolly's Preference.

"So glad to see you, Mr. Woolly," said the Boston hostess, who was giving a musical dinner, "you are just in time. We are going to have a 'cello obligato before dinner."

"Well, now," replied the Western guest, "I won't take none, thank'y; but I would like a leetle old rye."—*Philadelphia Press*.

How Did the Goat Know?

"Oh, my dear daughter, you should not be frightened and run from the goat. Don't you know you are a Christian Scientist?"

"But, mamma," excitedly exclaimed the little girl of six, "the billy-goat doesn't know it."—*What to Eat*.

All He Knew About It.

The judge called the next case and said to a tramp who was ushered in:

"Where were you born?"

"Sir!" said the tramp.

"Where were you born?"

"Yer honor, I was born where me mother use ter live."—*Chicago Times-Herald*.

A Big Throw.

Mose Littleton—Dat big Jim Jackson's no gen'man.

Erastus Razzlerley—No? How's dat?

"I dropped in his place las' night an' perposed shakin' dice fo' a quatah a co'nah. Well, de very fust flop I frowed five aces."

"Golly! What did Jim frow?"

"He frowed de dice out de winder an' me out de doah."—*Puck*.

Only Sunburned.

Last summer two little girls in a College avenue family were repeatedly remonstrated with by their indulgent mother for playing bareheaded in the sun. "You will be burned so badly," said she to them finally, "that people will think you are black children." Her warning had little effect, however, and she gave up trying to keep their hats on.

One day she sent them to a neighbor a block or so distant to make some inquiries concerning a washwoman. Mrs. S., the neighbor in question, mistook them for the

children of a Mrs. Black, who lived in another street nearby.

"You are the little Black children, are you not?" she asked.

"Oh, no," came the prompt response from the elder. "Only sunburned."—*Indianapolis News*.

Getting Down to Cases.

The young man was visibly annoyed at the questions which the heiress' father insisted on putting. At last he could endure it no longer. His ancestral pride flamed up into his cheeks and he exclaimed:

"I would have you understand that I am no ordinary fortune hunter!"

"That's all right," was the rejoinder, "I am just as particular as you are. I'd have you understand that I am no plain, every-day duke chaser, either."

To Identify Her Picture.

She pictured his room with her photograph smiling down at him from over the mantel, while another of her pictures looked demurely at him from a leather case on the dresser.

She could see him often standing in front of her mirrored likeness and making vows of constancy and fidelity. She knew he would rather part with anything he had than those pictures. But they had quarreled and she felt she must ask him to return her photographs, and she wrote to him accordingly.

When she received his reply she nearly fainted. Here is what the wretch wrote:

"Dear Mabel—I would like awfully much to return your pictures, but nonestly you girls all dress and pose so much alike for pictures that I can't tell any two of you apart. If you like, I will send you over 300 or 400 pictures that I have of miscellaneous girls, and you can pick yours out. Hoping this will be satisfactory. I am, sincerely, etc., etc."—*Chicago Tribune*.

It Didn't Help Him.

"Yes," he said, "I've quit, and I want to say that I think these stories of the way men get ahead in the world are all fairy

tales. I've tried the methods and know. Only a few days ago I read about Tom L. Johnson making his first big hit with the manager of a street railroad by picking up scrap iron he found lying around. 'You're the kind of a careful man I want,' said the manager, and he promoted him right away. That was enough for me, so I began picking up things whenever the boss was near.

"What are you doing?" he demanded yesterday.

"There's no use letting these things go to waste, sir," I answered, for that's what Tom Johnson said.

"Of course not," he said, "and we hire men for a dollar a day to do just that class of work. But we can't afford to have clerks wasting their time over it. Hump yourself back into the office now or I'll have you on the pay roll as a day laborer."

"So I quit. Somehow things don't seem to happen in real life the way they do in print."—*Ex.*

The Young Man Got the Job.

H. H. Vreeland, the New York railway magnate, recently delivered an address to young men, and spoke very emphatically on the question of personal manners and outward appearance. "If you are looking for a job and have but \$24 in the world, spend \$20 for a new suit of clothes, \$3.50 for a pair of shoes, 50 cents for a hair cut and shave. Then walk where that job is and ask for it like a man."

On the day following the delivery of this address, says the *New York Commercial Advertiser*, a spruce-looking young man walked into Mr. Vreeland's office.

"Please give this card to the president," he said. Mr. Vreeland looked at the card when it reached him and read the following message:

"I have paid \$20 for this suit of clothes, \$3.50 for a pair of shoes, and 50 cents for a hair cut and shave. I have walked from Harlem. I would like a job as conductor on your railroad."

As it was a non-union road, where the old employes have no rights that anyone is bound to respect, he got a job.

Our Correspondents

"FREEDOM—ITS ELEMENTARY CONDITIONS."

BY JOSE GROS.

THERE is hardly any doubt that this world of ours is extremely amusing, amusing and sad, to be sure. If you want to be convinced about it, all you have to do is to play Socrates, that is, go around and ask for some precise, specific answer to any specific question that may deal with general moral perceptions, with duties in our general relations. You will not get any precise, specific, fundamental answer from any one man out of any 500 among the best educated people. That humorist paper, *Puck*, has recently stated the case as follows: "Friend—Each side of the question presents difficulties. Statesman—Exactly! I think I will take a bold stand on both sides of the question." We can easily obtain the most precise and satisfactory answer to any question that does not appertain to the moral order of the social organism. Go down into the world of atoms and molecules! Rise up into space infinite for a promenade from planet to planet, star to star, system to system, constellation and nebula, to nebula and constellation, weigh them all, measure them all, analyze them all, and you shall get your answer. Try to deal on petty personal duties, on how to be good in the midst of men who are—well, not quite as good as ourselves, and you shall get prescriptions by the million. Step into art, inventions, philanthropies, or everything else which does not take cognizance of *man* as a social unit, and waves of knowledge come to you like avalanches of glory, that is, in boundless floods. A drought comes all at once when you dare to invade the realm of moral law as something to be applied to

men grouped in communities and nations. And yet we call ourselves Christian nations, call our progress—a Christian progress. And each Christian nation wants to christianize others before she has christianized herself.

The most amusing aspect of the subject has not been yet mentioned. It is the fact that not one in 100 of those highly educated people to whom such indicated questions, on social morality, are addressed, shall ask the questioner if he has any suggestions to make. They ought to presume that the man who asks any such important items has himself thought a great deal about them, and it is natural he should have arrived at some conclusion. But the infatuation of most of our high-toned friends is such that they have no curiosity to learn anything from anybody who may happen to be lower down in the social scale, or simply farther down in wealth accumulation than their own precious selves. Perhaps those friends had deeper reasons not to wish to know the essentials of any question on social morality, and that is, not to wake up their own conscience. It is so beautiful to go through life with a conscience soundly asleep in all those matters which naturally appertain to all men! That enables us to humbug each other, to get the best of each other and remain fine, respectable people in the eyes of our own dear human laws, of our beloved rotten civilization.

Take, now, the word freedom. Why should we bother our minds in trying to investigate the conditions that freedom may necessitate for its correct expansion, for full happiness with all? We don't want to be happy as an aggregation of people under a given flag as the symbol of a certain unity. Each one of us simply longs for happiness, for wealth, for social importance at the ex-

pense of somebody else and through the instrumentality of wrong laws. A few simpletons here and there, rich or poor, may not feel that way, but they are yet too few to produce any impression on human tendencies, too few to create sound consensus, sound public opinion, and so we have the unwillingness or inability of our best people to tell us anything about the conditions that the proper evolution of freedom may require. And so they will simply tell you that it requires intelligence, education, love, religion, tolerance, common sense, the spirit of independence, of patriotism, or any other human trait that each man shall claim to understand in his own way, and shall kick if he is told that he has not caught the full, correct meaning of any of the words above mentioned or similar ones. Don't you see that we have not yet seen fit to incorporate, in our glorious (?) education, a full, precise, all-pervading meaning of our most important words. Don't you see that we yet cling to the freedom of anarchy, the anarchy of bad, wrong, unjust, selfish laws? Don't you notice that, like old Cain, we refuse yet to be each other's keeper? We greatly prefer to be on the lookout to get on top of each other through orderly, however sinful, legalized processes.

And so the conditions of freedom have to be—human traits, individual whims, because of undefined cardinal conceptions. Have we ever come across a full definition of freedom? If so, where can we find it? And it is impossible for us to find it as long as we take men as mere individualities, with no collective duties, with no sacred responsibilities to the community, to the nation, to all nations, not to the weak nations alone for the sake of robbing them of their collective rights, but to all nations through our good example at home, through absence of legalized wrongs at home. Why to forever forget that human traits are bound to be moulded by the social media created by any agreement, implicitly or explicitly accepted by most of us in each community and nation?

Perhaps we have now uplifted the veil that hangs around the minds of our teachers in the flesh and in the spirit, when we need some light where light is

most needed, when we need to get out of the entanglements of that dreadful absurdity, viz., to evolve healthy human types in the midst of an unhealthy social media. That has been the job of all generations of wise people ever since a certain wise Cain got rid of a certain Abel who was—a *babe*, a plain worker, with but plain conceptions of life, with none of that wisdom which revels in boundless vagaries and complexities, with no other center of gravity but that of selfishness.

Well, we now shall venture some wild suggestions about the elementary conditions that freedom may need. It may need the conception of equal rights to all ingrained at least in the mental fibers of a good portion of our most influential people in each social compact, the ones who yet hate that conception. It may need social adjustments which, fundamentally, at least, accept the order of God's universe, and hence the ethics of time eternal—"not to do unto others what we don't want others to do unto us."

There we are again, in the midst of that natural simplicity repudiated yet by the wise and the prudent, accepted only by babes, by plain men, too poor, in money and social position, to influence humanity into channels of truth.

The fact is, that all along in history and except for a while under simple isolated communities, men seem to have bent all their efforts in crucifying each other through unnatural political and industrial systems, through unsanitary modes of life, through fantastic ideals of growth and perfection by means of frictions and afflictions. And please notice that perfection, completion, or any approach to it, never comes. How can completion or perfection or plain manhood come through sinful, unnatural social devices, and how can frictions or afflictions come but through organized diabolisms in the social fabric, in the context of our general agreements? If our readers have not yet discarded God as a wise and beautiful Father, or Christ as the supreme teacher of all that is holy, boundless in the sublimity of his love to men, in the heroism of his life and his death, redolent with the aromas of the infinite, with

the glories of life eternal, with the splendors of the beauty and joy that perishes not, then let those readers drink down the ineffable melodies of the last eleven verses in Matthew vi., embodying just the philosophy, the kernel of it, that men yet see fit to reject in all the important elements of life, social and personal, individually and collectively.

THE CONSPIRACY OF CAPITAL.

THE EMPLOYER'S ARGUMENT.

(Continued from page 642.)

Frequent and vigorous signs of approval had assured the speaker of what he already knew, that he was simply giving voice to the thoughts and opinions of those about him and the class they represented. Continuing, he said:

"Two other causes lie with 'over-prosperity' at the root of present evil conditions. I have already incidentally alluded to them, but they are important enough to emphasize by special mention. One is our much lauded but really vicious educational system which gives to the children of all classes, free of charge, what is really a gentleman's education; producing or tending strongly to produce in all who receive it a desire for the life and station that naturally go with it. It is really a cruelty, an unpardonable injustice, to rear a child with hopes, desires and aspirations that in the nature of things cannot be satisfied. If we give the children of the lower classes, to those who labor and must labor, a training at public expense that unfits them for the industrial duties that will devolve upon them; if at public expense we educate the children of such parents to a life beyond their station, our logical duty is to provide at public expense a way for them to enjoy such a life; and that is what they are clamoring for to-day. We cannot have free schools and a gentleman's education without such an intolerable result. One or the other must go, or socialism, communism and anarchy cannot be stayed.

"The third in the trio of evil causes which I have mentioned is unrestricted political privileges, universal popular suffrage. Before the resources of the country were de-

veloped, before the business interests of the nation became so vast and varied, as long as the political questions submitted to the people were 'tweedle-dee and tweedle-dum,' popular suffrage was a matter of no especial concern. It is true it was bad, even then, developing as it did among the people that omnivorous conceit and overweening confidence now a part of their character, concerning their right and ability to decide the most involved and delicate political and industrial questions. But the evil effects are especially felt now as the disposition grows to draw the great business and financial interests of the country more and more into the range of political action. More and more the people are evincing a desire to lay their hands in a political way upon that which otherwise they dare not touch. More and more business questions are becoming political questions. More and more the people encroach upon our sphere. Of course, if they can get a business question into politics, they have the legal, constitutional right to pass upon it. And their unlimited assurance and conceit does not tend to make them modest about the difficulties at all. They affect to settle off-hand matters that puzzle finer and bigger brains than they will develop in a hundred years. And side by side with the man who has given years of study and has had years of practical experience in dealing with the questions, they go to the polls and confidently shove in their ballots with his. They rush in where wise and experienced men fear to tread even lightly. The spectacle of submitting great governmental and business policies every four years to the horde of strange creatures that crowd to the booths to decide them, is enough to make the spirit of Jonathan Swift yearn for reincarnation to damn it with a last chapter to his Gulliver. It is this privilege which has produced the audacious effrontery, not to say insolence, with which they now propose to despoil the wealth-owners of the country under the guise of municipal and governmental ownership. Not content with their high wages, not content to enjoy as necessities such luxuries as the monarchs and nobility of a few centuries ago never conceived nor dreamed, not content with all

these things which the genius of organized capital and the constructive business brains of the country have developed and made possible, they would now reach out their ignorant hands for the business organizations that produce them and control them, hoping thereby to live ever after in idleness and plenty. Our political system has engendered this spirit of egotism, assurance and false confidence among the people that makes them think themselves equal to any undertaking; and if they can settle questions of government, why not all questions? That is the way they reason, and the result is that the laboring people actually want to own and run their employers' business. There are several thousand men on my railway lines who confidently believe they are able and ought to run the whole business collectively. All of you have the same thing to deal with in your lines of business. Their unions are all built on that principle; but, happily, we are well able to manage them. They now turn to political effort, and that, too, we have succeeded so far in controlling, but at great expense, the last two campaigns having cost us nearly forty millions of money.

"It is here at this point of our political contact with the masses that lies our real danger, our only peril. Industrially, we are safely and surely their masters. We control production. We control exchange, its means and medium. We control the most powerful engines of communication and knowledge. Legally and lawfully we are masters and manipulators of these vast economic and industrial powers, for legally and lawfully their ownership and operation are conceded to us alone.

"Not so with the political powers of the land. In the exercise of them, and in their exercise alone, do the aspiring creatures on our payrolls, the hayseed statesmen and the bull-whacking economists of the country boroughs find themselves legally and lawfully our equals. Here alone at the point of political power and control, do the claw-fingered 'sans-culottes' of industry, the bay-ing wolf-packs of labor, the mangy 'cannaille' of repudiation, reform and socialism, the ignorant horde of economic barbarians

find lawful warrant for their audacious purposes and hopes.

"It is true we have so far been able even at this point to control them and beat them down and back to their places; and we will not, I think, fail to do so in the future. But we only know, and know only too well, the dubious and devious ways and means by which the political power and privileges of these creatures have been shorn of all their, to them, hoped for results. And not always, I fear, have these ways and means been within the spirit of the law; but they have been within both the spirit and the letter of that higher law—the law of necessity—which alone under present political conditions may be recognized as valid by the controlling agencies of civilization represented by us. The ends must ever justify the means; and measured by that rule, the methods and agencies employed by us in accomplishing by indirection what otherwise we could not directly do, are wholly and completely justified. But, while this is true, and while, as I have said, those agencies and methods are fully adequate to deliver us from the jaws of the 'many-headed monster' that would devour us and the colossal industries which we have builded and upon which civilization itself depends, yet it is mortifying to our manhood and humiliating to the Genius of Management which we profess to embody that we have to confess to such necessity.

"Shall we, the sure masters of this beast, industrially and socially, forever be compelled to fawn upon and cajole and buy and intimidate and threaten, in order to be its master politically? Aside from the personally offensive aspect of the situation as a mere business proposition—and as such we are here to consider it to-day—as a mere business proposition, can we afford to have our vast holdings threatened annually, biennially and quadrennially? Stocks and bonds are timid, tender things. They shrink and tremble at shadows, and at the Shadow of the Multitude most of all. We feel confident and speak boldly of our ability to control political results by our present methods; but we cannot disguise the fact that there is always a chance of disaster, of a rush of the populace, of a stampede of the

people that we could not control by such means alone. It is true we are more or less prepared for such a contingency, remote as it may possibly be, for if there is one thing upon which the controlling business men of the country are determined, it is that under no circumstances shall the 'mutable and rank-scented many' triumph in their schemes of socialism or taste the sweets of any possible victory.

"But even the chance must be taken from them. Their political privileges must be curtailed, directly or indirectly, I care not how; but diminished, they must be; diminished, diminished, diminished until practical elimination is reached. It can't be done. It is not impossible; nay, it is easy to accomplish. Already a large majority among them are disgusted with the results of the barren victories which we suffer now this party and now that to win. They are weary of party triumphs whose fruits are ever filched from them. They are without faith in parties or leaders, suspicious of their own representatives and distrustful of each other. Even the thoughtful and earnest ones among them are divided in counsels; they are ours already. The political machinery, as well as machinery of government itself, is in our hands. To effect our purpose, we have but to decide on the When and How.

"Does anyone among us fear a popular revolution? Fear it not. The people that have submitted to industrial dependence will never care enough for political power to fight for it. The revolution would prove but a National Riot, and we have, I fancy, ample power to handle that. Indeed, so far from fearing such a denouement, I, for one, would welcome it; for in the cloud and smoke and confusion of such a time, this bauble of the people could easily be made to disappear; and I am tired, and so I think are we all, of this eternal driving and herding of the masses to the polls, this never-ending dickerings with their minions in official power, this perpetual Banquo-play with the Ghost of Popular Power that flits in and out at every business office in the land.

"It is a reflection upon our capacity and ability as business managers of the nation

to permit much longer a continuance of this condition of affairs; and I believe it to be the part of wisdom for us to seize the first, best opportunity that offers, and by a bold stroke of our power end at once this national farce of universal suffrage, this biennial and quadrennial carnival of political fraud and hypocrisy and cajolery and crime.

"The elements of the commercial and industrial world over which we preside will never become settled and calm until this is done. Our interests, our industries, our country our civilization, demand of us accelerated action along the lines I have suggested. Of this, I think we are all convinced. I have but intended to generalize the situation as it seemed to me to present itself to our collective view at our last meeting. Since then we have had to consider but the How and the When. Upon these points we are now gathered to deliberate. Before entering into that matter, however, it may be best to ascertain first if we are still of one opinion in regard to the situation as I have stated it. To that end I suggest that expressions upon that particular are now desirable."

So concluding, the mighty railway president, the unofficial chairman of the convocation, assumed the seat immediately behind him, at the head of the table at which he had been standing, and awaited the responses of his confreres. One by one the conspiring potentates rose, and with more or less prolixity or brevity gave assurance of their concurrence with the sentiments and views which President Gorman of the Railway Trust had just enumerated. All having in one way or another expressed their approbation, the ponderous Gorman, speaking from his chair, this time without rising, said:

"Unanimity is the keynote of our power. That matter being settled, I suggest that we hear from the advisory agent chosen at our last meeting to examine into the ways and means best adapted to the furtherance of our purposes."

Then, for the first time, the Mephistopheles of the Cabal came into prominent notice.

CLINTON BANCROFT.

SOCIALISM VS. SINGLE TAX.

According to Bro. Brokaw's article in the May issue of *THE TELEGRAPHER* he is an unwilling slave to our postal system. If nothing else can be said that is remarkable about Bro. Brokaw's position it is unique. He does not believe that its work is better performed and certainly not as equitable, he adds, as it would be under free (?) competition. He would like to see Morgan and Rockefeller get a swipe at it; it would be so much more equitable if we could pay them ten cents postage on a letter instead of letting Uncle Sam carry it for the actual cost of operation. Bro. Brokaw believes that the single tax would be a deadener on "sich." If Rockefeller controlled the postal system he would have just as much a lead pipe cinch on dictating to us our postal rates as he now enjoys in the steel industry—and could at any time advance the price of carrying our mail just as easily as he lately raised the price of the tin can trust 25 per cent, which was owing to cheapened production caused by organization. According to the *Detroit News*, a late dispatch says: "J. P. Morgan, J. D. Rockefeller and Vanderbilt, who control the anthracite coal trust, have decided to add \$75,000,000 to their profits—one-third this sum they gain through economic methods made possible by combination and by raising the price of coal one dollar per ton which is paid by the consumer—they will reap \$50,000,000 more." Is it any wonder Bro. Brokaw is so taken up with it? It's so free—glorious competition. It would be awful if a majority of us voted for government ownership of the mines and the nation acquired them, while Bro. Brokaw voted "agin" it, and socialism blessed him so materially that he got his coal for the actual cost of production—virtual slavery that—better by far die by the glorious free (?) and equal (?) competition.

When we, the people and producers, awake (as the trusts have done) and combine for the avoidance of waste by this very competition (that Bro. Brokaw is so enthusiastic about) due to a conflict of interests, we will get the full product of our toil by exchanging our labors' product for

its equivalent in any of the necessities or luxuries of life.

Bro. Brokaw doesn't want a government position; he would rather work for a private corporation, where he feels so secure under this great competition. He says he doesn't object to co-operation, but to compulsory co-operation. Now I don't object so much to competition as I do to the effects of compulsory combination in which I am left on the outside, while Rockey, Morgan & Co. are on the inside. I say no one who *really* understands co-operation objects to it, when men truly understand it there will be no more compulsion necessary than there is at present to cause them to breathe. I say that under national and international co-operation no one will object to it who does not object to equity and equality. Take even Mr. Rockefeller or Mr. Morgan; what incentive would there be for them to want more than amply enough for their needs when they could no longer engage in the present exciting game of "Git all you can and keep all you *dare*, and leave the producer just enough to live on and produce more on which they might speculate."

Jack London, in the *Cosmopolitan* magazine last year, writing under the caption, "What communities lose by the competitive system," says in part: "A water company has the necessary water supply, the necessary facilities for distributing it, and the necessary capital with which to operate the plant. It happens to be a monopoly and the community clamors for competition. A group of predatory capitalists invade the established company's territory, tears up the streets, parallels the older company's mains and digs tunnels and dams in the hills to get the necessary commodity. In view of the fact that the other company is fully capacitated to supply the community, this is just so much waste of effort; and equally so some one must pay for it. Who? Let us see. A rate war ensues. Water becomes a drug on the market. Both companies are operating at ruinous losses which must ultimately destroy them. There are three ways by which the struggle may be concluded. First, the company with the smallest capital may go under. In this case the capitalists have lost the money invested,

the community the labor. But this rarely happens. Second, the wealthier company may buy out the poorer one. In this case it has been forced to double its invested capital. Since it is now become a monopoly and since capital requires a certain definite rate of interest, the communities water bills must raise to satisfy it. Third, both companies being of equal strength and a Killenny cat conclusion being impossible, they combine with double capital which demands a double return. In one of these three ways the competition of corporations must *invariably* result; nor can the community escape the consequent loss, save by the co-operative operation of *all* such industries."

Again he says: "Because of the individual performance of many tasks which may be done collectively, efforts entail a corresponding costliness, since much that might have been included under this head has been previously discussed, such labors as may be purely individual shall be here handled. In the field of household economics there are *numerous* losses of this nature. Of these, choose one, contemplate that humble, but essentially necessary item, the family wash. In one hundred houses on washtime are one hundred toiling wives, one hundred homes for the time being thrown out of joint. One hundred fires, one hundred tubs being filled and emptied, and so forth and so on, soap, powder, blueing and fixtures, all bought at expensive retail prices. Two men in a well-appointed small steam laundry, could do their washing for them year in and year out at a tithe the expense and toil, disregarding the saving gained by the wholesale purchase of supplies, by system and by division of labor; these two men by machinery alone increase their power tenfold. By means of a proper domestic co-operation, if not municipal, each of these housewives would save a sum of money which would go far in purchasing little luxuries and recreations. Again, consider the example of the poorer families of a large town, who buy their food and other necessities from at least one hundred shops of one sort or another. Here the costliness of effort for which they pay is not theirs, but that of the people they deal with. Instead of one large distributing depot, these

one hundred petty merchants, each order and handle separate parcels of goods, write separate letters and checks, and keep separate books, all of which is practically unnecessary. Somebody pays for all this, for the useless letters, checks, parcels, clerks, bookkeepers and porters, and assuredly it is not the storekeeper. And aside from all this suppose each shop clears for its owner \$10 per week—a very modest sum—or \$500 for the one hundred shops. This would equal \$50,000. And this the poorer members of the community must pay. The people have come to partially recognize this, however. To-day no man dreams of keeping his own fire-fighting or street-lighting apparatus, of keeping his own policeman, of keeping his own street in repair or seeing to the proper disposition of his sewerage. Somewhere in the past his ancestors did all this for themselves, or else it was not done at all; that is to say, there was greater friction or less co-operation among the units of society than now."

Yet Bro. Brokaw tells you that I cannot *conceive* of men voluntarily co-operating under freedom, that I can only conceive of them as co-operating under compulsion. In a sense you are right, Bro. Brokaw. At present a majority of the people are too narrow-minded and prejudiced to see the great benefits of co-operation as presented to them by socialistic logic and common sense reasoning and they are waiting until compulsion—self-preservation from the wiles of capitalism reaches their more vulnerable point—the stomach. No one under national (or international) co-operation is going to object to it. Bro. Brokaw does not object to co-operation or socialism—only what he believes it to be. Once established, once tested, we will need no Morgans or Rockefellers to force us into a commonwealth. We are facing now the greatest crisis of any age. I would appeal to the young men—to the thinkers—to rise equal and superior to your environment and take such steps *now*, as future generations will praise you for until the end of time. You have the opportunity in your vote, your present actions are making history. Don't make a fatal mistake, one you will

regret to your life's end and that others will regret after you for all time to come.

Here is a little list of the benefits of government-owned railroads. Is there any readers of THE TELEGRAPHER who think they would need to be compelled to adopt

thirty miles for ten cents and workingmen receive from 25 to 30 per cent more wages for eight hours of labor than is paid in free (?) America for ten hours.

In Victoria where these rates prevail, the net income from the roads is sufficient to



YOSEMITE VALLEY, CALIFORNIA.
Courtesy of Southern Pacific Company.

co-operation in this regard if it were put to a vote of the people to-day? In Australia on government-owned railroads you can ride a distance of 1,000 miles for \$6.50 first class, while workingmen can ride six miles for two cents, twelve miles for four cents,

pay all the federal taxes, which is another convincing proof of the possibility of government without taxation.

In Hungary, where the roads are state owned, you can ride six miles for *one cent*, and since the roads were bought by the gov-

ernment, the men's wages have been doubled. Belgium tells the same story—fares and freight rates cut down one-half and wages doubled. Yet these railroads pay a yearly revenue to the government of \$4,000,000.

Here is a recent experiment of London, England, with one of the tram lines of that city, which may be taken as a fair criterion in summing up the advantages of public ownership as compared with private ownership of public utilities. In 1899 the county council decided to operate the line under direct municipal management. Under private ownership the men employed on the line had to work from fourteen to sixteen hours per day, seven days a week and furnish their own uniforms, badges, etc. The fare was one English penny (equal to two American cents) and the service rendered to the public was such as to provoke frequent and vigorous complaints. Mark the change under municipal ownership and management: Immediate action was taken to so equip the line that first-class public service could be rendered. The employees were furnished uniforms free of cost, their wages were increased, their hours of employment were reduced to ten per day, and they were only required to work six days per week. A half-penny fare was established, and yet in a single year this city-owned tramway line added \$170,000 to the municipal revenues of London. But when some wild-eyed fanatic in free (?) America proposes public ownership in our cities, some henchman of private monopoly will exclaim: "You can't do it," and the enthusiasm which has been aroused for a plan that would benefit *everybody* (except private monopoly) is simply permitted to subside.

In Germany on government-owned lines you can ride four miles for one cent; yet wages are 125 per cent higher than they were when private capital owned them, and during the last ten years the net profits have increased 41 per cent. In 1899 these government roads paid the German government a net profit of \$24,000,000.

In America under free (?) competition—private ownership—we have paid the railroads *billions* of dollars both in land and

money, and we are *now* paying them millions yearly for carrying our mail; yet our freight and passenger rates remain so extortionate.

A recent paper says most of the laws that monopoly gets passed are for the purpose of legalizing theft. But when I say that under co-operation a law would really be made for yourself and yours equally as well as for another who might break it, and that it for this reason stands to reasoning that only justice would be meted out (on account of a harmony of interests) Bro. Brokaw seems to imagine that he scored a point when he says that previously I had approved a saying of some one else who said: "The scientific socialist had no cut and dried theories of his own, etc." In the first place there is not a man living on top of earth who will publicly admit that it is not right that a law shall be made equal (there are lots of laws that are not, but those who are the sole beneficiaries will not admit it). Have I, then, proposed a cut and dried theory of my own? Some socialist writer says, quoting from Emerson: "No man can learn what he has not preparation for learning, however near to his eyes is the object." The writer then adds: "That is a truism if you will consider it, and it explains why some people do not comprehend what to you is the simplest, plainest thing on earth. You will have to develop such people before they can understand the universal benefits that will come by reason of socialism. A chemist may tell his most precious secrets to a carpenter and he will never be the wiser—the secrets he would not utter to a chemist for an estate.

Before people can understand socialism they must have their moral sense developed; they must have simple expositions first, and later they will grasp the most abstruse social problems."

"He further says: "The demand for municipal ownership is the first awakening even under capitalism of the socialist desire. It will lead *millions* on to the goal of socializing *all* industries, for when they get interested and begin to investigate they will see the good in it. Should direct legislation be enacted the people would at once become

greater than the legislator, congress and the courts. (It don't look that way under the present system to me.) Direct legislation simply gives the people an opportunity to review any law that may be made, or to make any law they may wish to make. This being constitutional because emanating from the power that makes constitutions.

Nothing is constitutional unless endorsed by the people. At present it is left with a handful of judges (who may be venal) to say what the will of the people really is. The initiative and referendum doctrine does not mean that the legislator shall tack onto every little bill-it passes a provision that it shall not go into effect until it has been voted on; but that the people shall have the *right* to petition for a vote on any act the legislature passes, or for the passage of any law they may desire. This is quite a difference, but one which some people seem unable to comprehend. Had we direct legislation we would not have the columns of the press full of the scandalous history of bribery cases among our State and national legislatures. You and I know that such cases are almost constantly occupying newspaper comment, and it has become so common and frequent that people have ceased to regard it as being remarkable.

Herbert Spencer in his latest work was forced to admit that socialism was the only means by which the human race might hope to obtain happiness.

Will Bro. Brokaw still insist that it is an open question as to what the "Kings of thinkers" intended to convey? Perhaps it may begin to dawn upon the mind of the good brother "why" I consider Spencer the "King of Thinkers." He was opposed all his life, according to the various works from his pen, to co-operation, but he was broad and liberal-minded enough when he saw his error to acknowledge it, for which I thrice honor him. Don't you?

Bro. Brokaw says Bellamy is the only man who has had the courage to tell us how socialism would work. I don't think he could have made a better socialistic argument. If Bellamy's first work was so invulnerable as to have successfully withstood all criticism (of the open as well as misrepresenting kind) that the socialist speaker

is unable to find old party debaters to go into the ring with them and point out its fallacies for love or money. I don't know what more they can ask of us. Do you? Neither is Bellamy the only writer who has told how it *will* work.

Bro. Brokaw asks: "By what means is every one to reap according to his deeds and secure the full product of his toil?" Yet he in another place claims to have an advantage over another comrade and myself in thoroughly understanding the socialist position, while he accuses us of ignorance as to the stand of the equitist. Bellamy has told us how it will work; others after him have told us. The socialist press of this and every foreign country are every day of the world answering questions of every conceivable kind, and you notice it is very rarely indeed that the inquirer needs a second explanation to enable him to grasp its truths. As the Northern Pacific brother said in the March TELEGRAPHER "Socialism needs no defense; it is impregnable." All it needs, my friend, is to be explained. To have it explained to your thorough satisfaction, all you need to do is to write the *Appeal to Reason*, Girard, Kan., or *The Challenge*, Los Angeles, Cal., and you may have any and every question answered.

Lately several single taxers have been attempting to confuse the editor of *The Challenge*, and the way the editor (Comrade Wilshire) has these fellows falling over each other in order to get the "other" fellow to go up and be sacrificed is something real funny. Here is a little question he lately put to the single taxers. Perhaps Bro. Brokaw will answer it for us through the columns of THE TELEGRAPHER. What I am after is the truth, no matter from whence it comes. Here is one of his latest:

The single taxers idea is that if we had a system of taxation that would skin off all monopoly profits. This would institute a condition of industry that would be "good enough." It would be no "millennium," but it would be so much better in their estimation, than present day affairs that it would be quite good enough. Then they think that this would be so much easier to get than socialism that we had better try for it than to chase rainbows. They are

all very much annoyed at the socialists telling them that the rainbow is chasing us, and that we could not miss finding it even if we wished. The evolution of society means nothing to them. They have no conception of dynamic sociology. Their ideas of the present social system are purely static. Of course, with people differing so fundamentally with you it is difficult to find a common arena for debate. I feel as if I were a Darwin discussing the Origin of Species with the reverend colored gentlemen of the "Sun do Move" fame. It's a waste of time and fruitless. However, I will put just one conundrum to the whole bunch of them.

Suppose we have the single tax in perfect operation. Now, everyone knows the larger the industrial plant the more economical its operation, hence we must assume that with the future production, whether under the single tax or any other tax, will be concentrated as at present, that one huge concern will produce sugar, another iron, another salt, etc., etc. If the single taxer doesn't believe that this is the future, then he must think that we are going back into the days when the wife spun her wool at home. There is no compromise. Now, if we have these huge industrial plants it becomes either a question of letting private owners like Rockefeller and Morgan own and run them, or having the people collectively, the State own and manage them for the benefit of the people. I cannot see what benefit it would be to the people to have Rockefeller own and manage the iron mills and produce just what iron he thought we needed, and we relying on controlling him by taxation. We could not insist on his running his mills if he did not want to do it. We could only tax him for the ground value upon which the mills stood. If any one else should start opposition mills he could crush them out just as easily as he does to-day, if it is supposed that he has any property to fight with. If, on the other hand, the taxing power is exercised to the extent that it has no value remaining, why should he care to remain in ownership of something which has no real value? He would say: "If I cannot make anything from my ownership of the mills, then

the State had better take them over at once," and this would institute the very socialism which the single taxers so dread.

Then, as industry is to-day, there is coming soon a time when the capitalist will have no place to invest his profits. We are saturated with capital, as the late David A. Wells so well expressed it. What would the single taxer say to such a condition? What would become of the surplus product under the single tax? What would the State do with the enormous revenue it would gather in as the result of taking in all the capitalist made? It would have an income above and beyond what it has to-day of thousands of millions of dollars. After it had spent as much as it possibly could, there would still be an enormous surplus; in fact, all the money that now flows as profits to the Rockefellers and Morgans. What would the State do with all this money? That's what I ask the single taxer. Would it not be absurd to let Rockefeller make it and then take it away from him by tax, and then give it away in the shape of a State pension to the workers to supplement their wages paid by Rockefeller? Would it not be much simpler for the people to inaugurate a democratic system of industry, and to pay the workers on the co-operative plan, on the basis of what they earned? *What do we want with Rockefeller as an intermediary?*

At the risk of repetition, I say: Not until we can grasp the sublime thought and are broad enough to stand, are we fully guaranteed that we appreciate in its real light the marvelous beauty and matchless practicability of socialism. It's a higher step, so vastly broad and deep it not only touches, revolutionizes everything.

"Nor poet's dream can tell, or pen portray,
The wondrous beauties of the coming day."

A WORKING SOCIALIST.

SOME OBJECTIONS TO THE SINGLE TAX.

The object of the single tax, as stated by Henry George, is to make land "common property." To effect this purpose he very correctly states in *Progress and Poverty* that "it is not necessary to con-

fiscate the land, we can confiscate rent." Therefore, the adoption of the single tax would be in effect the confiscation of the land from the present owners without compensation. Single taxers justify this scheme of confiscation on the ground that the land owners did not create the land; can show no just title to it, and have no right, morally, to rob labor by exacting rent for its use.

Let us admit all this. Let us accent the dictum of Herbert Spencer that "Equity

would go untaxed under a single tax regime.

It is probable that the present owners of land are the beneficiaries of not more than 10 per cent of the total accrued value since the original purchase of the land from the government. To confiscate from present owners not merely the increased value while in their possession, but, also, the total accrued value since the original purchase from the government, 90 per cent of which was pocketed by prior owners, looks very



ORANGE COUNTY CALIFORNIA ORANGES.
Courtesy of Southern Pacific Company.

does not permit private property in land." Yet, it must be remembered that present owners are not the only beneficiaries of that "unearned increment," which it is the object of the single tax to confiscate. Millions of former owners, a large proportion of them dead, have shared in this increment. Millions of others have made fortunes out of increase in land values, and have invested their profits in other ways of exploiting labor, such, for instance, as usury, investing in United States bonds, manufacturing industries, etc., all of which

much like confiscation and robbing of a class. When we get ready to make land "common property," let us do it honorably. Let all the "robbers" (I am one of them) "whack up" the share they have pocketed, and not "take it out" of present owners.

As Mr. Ballance, Premier in New Zealand, said in a pamphlet published in 1887: "Henry George would not pay from the public exchequer for the economic errors of the past, but would make the individuals who accepted the guarantee of the State

the victims of the national wrong-doing. To state the doctrine is to condemn it."

Security of tenure, both of land and improvements would be impossible under a tax that would vary so greatly with increase of business or population or both. In rapidly growing towns and cities, city lots will often increase in value from \$500 to \$5,000 or \$50,000 in a few years. Land under a single tax regime would be assessed annually or biennially as at present. From the moment a man had acquired possession of land under the single tax, and had made his improvements, his land would be virtually up at auction to the highest bidder. (See *Progress and Poverty*, p. 313.) To retain possession of his land he would be compelled to pay what other citizens were willing to pay for it. This uncertainty would destroy all security of tenure. Improvements adequate for a city of 10,000 population would be altogether inadequate, both in size and architectural appearance, when the population had increased to say 50,000. As such increase is frequently effected within a decade, and as the rental values of land would increase, quite regardless of the value or the income derived from the improvements, such improvements would have to be removed or abandoned at great loss to the owners. Under such insecurity of tenure no poor man would dare build a home in a growing town. From the moment his home was built he would regard with hostility and fear all improvements in his vicinity that would tend to increase his land tax. The erection of a hotel, a large store or a post office might quadruple, or indeed, increase tenfold, the rental value of his land, and force him to move or abandon his improvements, through inability to pay the increased tax, in which case we may be sure that in selecting the next location for a home it would be in a part of the city so undesirable as to be outside the probable range of improvement for years to come. I think along the railroad track would be the place for a poor man under a single tax regime.

The single tax is advocated on the ground that it would throw open land and natural opportunities on equal terms to all upon

payment to the community of economic rent; that employment would therefore be quite independent of capitalists; that when not satisfied with their "wages," laborers could apply their labor direct to land at the "margin" of cultivation, i. e., to land of no rental value, and bid defiance to the capitalists. Well, hardly! We have got past the time when the man without capital, or even with moderate capital, can compete successfully either in agricultural or manufacture. The days of small production are gone. Land and natural resources to be profitably utilized require the employment of experience, machinery and large capital. The small producer is "not in it" with the modern capitalistic methods of production.

The single tax is insufficient. It would continue competition and the wage system. It would leave the tools of production in the possession of a small class who neither make nor use them, while those who did make and use them would be the economic serfs of the tool owners—the capitalists. All the single tax offers to the man without capital is what he can make on land of no rental value, with the common tools of production. All the excess produced on land above "the margin" would be confiscated by the single tax, while all the advantages in production by the use of the best tools or machinery in use would be absorbed by the capitalists as "interest," the "just return," as Henry George said, for "aiding production." The "iron law" of wages would still operate. Wages under competitive conditions would still "continually tend to the minimum upon which the laborer would consent to reproduce."

Mere access to natural resources without the requisite capital to properly utilize them would be a shame and a snare. The miner armed with his pick and shovel applying his labor direct to a solid bank of ore, under a single tax regime, would not be any better off in competing with the capitalist owning labor-saving mining machinery than he is now. To bring about real equality of opportunity, and real economic freedom, society as a whole, must own collectively all the means and instruments for the production and distribution

of wealth. That would mean an industrial democracy—socialism.

W. H. STUART.

THE MACHINE MAN.

In reading over the June TELEGRAPHER I notice an article headed "Typewritten Train Orders;" also What Mr. C. A. Parker, Superintendent of Telegraph of D. & R. G. Ry., has to say in regards to same. I would like to ask Mr. Parker a few questions through our journal, viz.: Will the railroad companies furnish the typewriter, in place of the stylus they now furnish? Or, will the operator have to furnish his own typewriter, as he is doing at the present time "in this age of progression?" Mr. Parker says he "understands it takes a good operator to copy typewritten orders in order to do it carefully and right." We would naturally think from that that the operator who manipulates a typewriter is more skilled than our good "stylus operators." Now, here is the question: That being the case, are the railroad companies also willing to pay extra compensation for a machine man, *i. e.*, typewriter operator? As the old saying is, it takes money to make the mare go, so it will be with the machine operator.

AN OLD STYLUS.

THE TYPEWRITER QUESTION.

Referring to the brothers' letters in THE TELEGRAPHER for July, in reference to typewritten train orders, I would like to ask the brothers if they are taking into consideration the fact that at present the telegraphers are obliged to purchase their own typewriters, and that although the telegraphers wear out their mills in the railroad companies' service, the railroad companies do not even pay for the necessary repairs required to keep the mills in good condition. Under the circumstances, I think the subject is rather premature, and I would suggest that it be dropped until such time as the railroad companies furnish a mill in every office as a part of their telegraphic equipment. When the railroad companies desire their train orders taken on the type-

writer and furnish the means for so doing, then it will be time enough to discuss this matter. To ask the telegraphers to furnish a \$100 machine to do the companies' business on present small salaries is asking too much.

Fraternally,
V. J. BEAUMONT.

FROM WASHINGTON, D. C.

BY EVA McDONALD VALESH.

Strikes—Trusts—Injunctions—Militia.

That's a cheerful quartet upon which to preach a hot weather sermon, isn't it? Yet not alone the labor world, but all classes are giving special attention to the topics just enumerated. The strike of Amalgamated Steel Workers to force recognition from the billion-dollar trust, pulls down the whole question of trusts and their relation to labor. If the men are thoroughly organized, there need be no fear of the outcome. The trust will be forced to "recognize the union," otherwise it will be minus the human machinery of production. This being highly skilled and not to be replaced must be dealt with so that the immensely watered stock of the new trust will pay the promised dividends. For a few weeks the trust can afford to talk airily about closing down for the annual house-cleaning, but after that the mills have got to be operated or the trust will go to pieces because it has knocked from under it one of its most important foundation pillars.

Without doubt the outcome of this struggle will have a great effect on other trusts and their workmen. If the steel men get recognition of their union they will have fought the battle for many other trades. If defeated other trades will have to take the warning and organize most thoroughly to fight the battle with an enemy flushed with success in one contest.

Labor need not fear, however, if it is properly organized. Injunctions are thicker and more vindictive than Jersey mosquitoes. When strikers are peaceable then foolish employers try to have them enjoined from the right of free speech. It's a very dangerous thing to do. A safety valve should

always be left when the tension of feeling runs high, as it usually does during industrial disturbances. Wage workers are not particularly frightened. It was right amusing in Cleveland the other day to see about one hundred machinists walk into court to be enjoined and thus save the deputies the trouble of hunting them up. The action on the face of it disproved everything that the injunction sought to prove. About the latest use of the injunction is against some retail clerks in Canandaigua who boycotted a merchant who refused to close early when all his business competitors did so.

Nine injunctions out of ten are illegally issued and it isn't worth while to worry over them at all, but it is easy to see that certain sorts of employers think they can bluff their men into submission by resorting to the abuse and illegal use of the injunction. It is worthy of note that very few injunctions are ever enforced. There are plenty of good decisions in favor of picketing and boycotting—only some judges think that the union men do not know that.

Then there's the militia. It may justly be called a burning topic. The labor unions of New York City and more than one national trade convention has discussed the problem of joining the State Militia with great earnestness. Of course, certain highly respectable journals call "traitor," and that ought to settle the matter—but it doesn't. When it comes to defending our country against foreign invasion it is the wage worker who is always ready to leave his employment and sacrifice his life. But the ordinary use of State Militia is to back up employers in overawing employes whom they have treated unjustly, and protecting the same employers in use of cheap non-union labor until their old employes have been starved and shot and cowed into submission. There is no use trying to dodge the issue. The State Militia—and even the regular troops for that matter—can practically be obtained for the asking by a big employer, and there is plenty of proof where employers have not hesitated to have their own agents destroy property and start riots in order to give some plausible excuse for the use of troops.

Labor unions are entirely justified in their protest against this flagrant misuse of the troops. They are really putting it pretty mildly when advising their members not to join troops used for such purposes. It is pretty near time to characterize the misuse of the military in unmistakable terms. If a protest is not made we may soon expect to see the trust equipped with full military force to "persuade" the workers to accept the terms offered with due humility. We are accustomed to pity our European brethren, but unless a halt is soon called we may have plenty of use for the charity which begins at home.

With all of these perplexing questions confronting them it is well to remember that never in the history of the country was organization of labor going forward so rapidly or upon such sensible, practical and utilitarian lines.

FROM MINNESOTA.

I note Bro. Hiller's article in the July TELEGRAPHER and feel quite flattered on account of the way he poked me around and showed that he is a constant reader of THE TELEGRAPHER, as well as a constant student of Political Economy.

I hope that Bro. Hiller does not think for a moment that I do not appreciate him, for I do, first, last and always admire a contesting minority, and my admiration is only exceeded by my contempt for a silent majority that persists in staying on top, instead of under the ground.

I confess that I have not read what and when I should, what, because I did not have access to the best libraries in the States and when, for the reason that opportunity was denied by stern necessity. The result is probably painfully apparent to those who have enjoyed more advantages in the way of leisure of their own, and access to the works of the great authorities on economics. Another thing against me is the fact that although I have read *some* (please note) I only grasped ideas and utterly failed to retain the verbiage in which they had been wrapped for conveyance. Hence, when trying to explain to others the position I have assumed in regard to

the truthfulness or error of what I have read, I am obliged to clothe the idea in the crude and unconventional expression of the proletariat.

Bro. Hiller's assertion that the world of mentality is less rabid than it used to be, may be barely, but not more than true. Malthus is dead surely, but when we read his writings, we are more than ever convinced of the truth of the lines from the

plundered because they are afraid of being called cranks or even socialists, simply because the whole press, not even excepting the religious papers, had denounced third parties—with the exception of the prohibitionists—as composed of discontented and therefore dangerous people, who would not be satisfied with anything less than the earth, and the socialist seems to clinch the assertion.



KINGS RIVER CANON.

Courtesy of Southern Pacific Company.

immortal bard, that "The evil that men do lives after them, but the good is often interred with their bones." I say *we* are, but mean only those of us who have read enough to enable us to understand the fact that Malthus did more harm than thousands of us can undo in years. And Malthus was not the only one that has preached that only a limited number of the people were worthy to enjoy the blessings of life and at the expense of the many. It is woven into the lives of all the ignorant and unthinking, who in silence consent to be

Absolutely unselfish, knowing that the welfare of humanity will be shared by himself, the socialist seeks only the good of his fellow men, and works unceasingly for the overthrow of a system that makes the necessity of one the opportunity of another, and a misfortune to me the relief of a brother.

The world of mentality is less rabid, perhaps, in the sense that there are fewer rabid mentalities, but there is the same enthusiasm left and which, but for the socialist, would be effectively administered.

Are you personally acquainted with a socialist? You say yes. Then you will admit that you never knew a more enthusiastic man in any cause who would work harder or be encouraged by less, that cared not how far off the mark was that he aimed at, but always aimed high.

You say that from the time of Adam Smith even to the present time true economics had been dubbed the "dismal science," and only the educated and widely read see that there is anything in it but a lot of hard, dry nonsense, because it does not inspire them with the hopes of a near millenium, that the masses are not educated in the whys and wherefores of things as they are, but I know a few of the dollar-ten-a-day kind that are getting an education just the same. They are coming to ask how it is that the worse the work the less the pay, and the less the work the greater the pay. You might read Malthus, Mill, Smith or any other economist to them for five years (if they had time to spare from securing an existence), and they would be right where they were when you started with them; but let a socialist get at them and he will have them interested in a minute, and they are anxious to find out more of that way of doing business. You can never convince any man that if he knew he would get a good living and a pleasant time on earth if he worked, he would not work any more. You cannot convince him that it is more fun to work for nothing than for something, or that uncertainty as to how he is to secure a living, is better than a certainty of getting it. We cannot educate these masses in true economics by shoving them farther down the scale of humanity. We must rouse them from the lethargy of contentment of despair, whichever it is, and point the way to them how to secure their own. As for the fence, the socialists will put a fence around the world and those that consider they have a divine right to rule or otherwise prostitute their abilities for a cash consideration will have a chance to go on the other side and practice on themselves.

The socialist despises the intellectual club wielded by superior intelligence as much as the gnarled and knotty one possessed by the ignorant savage. There is no use for either in the ranks of civilized people. Who said "Thy necessity is greater than mine," and handed the cup of water to the dying soldier? To-day he must say: "You are my victim. To-day the necessity of one is the opportunity of some other.

To-day a conflagration destroys a city and some people's hearts are lightened, for they say we will have employment rebuilding it.

To-day if we can cripple our competitor we are glad, for it is an obstacle or a danger removed.

Organized labor has been useful, for it has brought us together and secured an exchange of views. Organized labor was a trust and sought its own good regardless of the interests of others, just as the oil, steel, sugar, implement and other trusts sought theirs only.

There is just one trust that will succeed, and that is the labor trust. When the workingmen in this country get sense enough to corner the labor market and keep it cornered, and refuse to part with a second of labor without the whole product is received in return, then labor will be respected and honorable, but as long as we work on the old lines and peddle it out for what we can get, each laborer holding his own share with the right to sell at any price, with poverty urging him to take the first offer, all will suffer.

Don't you ever believe that progress will ever run up against the bumping post at the terminal, and wreck our train right inside the pearly gates. We are too far from the heavenly to be looking for any danger of running by on account of having socialism on board.

You admire the doctrine of socialism, but ridicule the theory on the ground that there is nothing in history to substantiate it.

Now, I want to tell you that you may not be up to date in history, and that precedent

does not necessarily determine anything. Precedent is losing prestige with intelligent people.

Progress wi'l no longer waste time with non-entities.

We are going to get out of this situation whether the Rev. Mr. Precedent can be found or not. If we can't find it we will make it.

Progress has been paying but little attention to Precedent for some time past, and we are coming to believe that she can handle the job just as well as if that old tyrant was standing over her all the time.

History is being made very fast these days, and we can find most any old kind of precedents in it that have ever been desired.

FRED A. WILSON.



FRATERNAL

Denver & Rio Grande Railroad.

Fourth Division—

Seeing so many calls for a write-up of the Fourth Division of the D. & R. G., thought would give boys what I know about it. We saw Secretary Perham's genial countenance beaming from the Pullman sleeper as No. 115 rolled by us the other day. Our Grand Secretary is an old D. & R. G. boy, the writer having met him at Gunnison ten years ago.

Now for the Division. At Alamosa, chief dispatcher and train master, H. Munroe, with A. Meloney, G. H. Brown and J. G. McLaughlin, first, second and third tricks.

At Lajara we find Bro. Fred Hatfield.

At Antonito, Bro. W. T. Jackson is agent, having just taken Antonito. Was formerly at Lumberton.

At Osier we see Bro. W. S. Burtiss, and at Combes, the backbone of the range, Br. H. H. Aderhold does the "OS" act.

Then we drop into Choma, the Division terminal. Here Mr. Fred McBride is agent. Fred is an old-timer and all right in many respects, but should come in out of the wet. His operator, Bro. H. L. Moore, is our Local Chairman of Fourth Division. Moore at present is on a camping and fishing expedition. Bro. W. J. McLaughlin, an extra man, taking his place.

At Monero, Bro. J. W. Scoggins still weighs coal and looks "smokey." Bro. Scoggins and family are laying off at present visiting in "Old Missouri." Scoggins says he has been "over" from Missouri long enough that he "don't have to be shown."

Lumberton has as agent, J. W. Hays, formerly of the Third Division. Better get an up-to-date card, Hays.

Pogoso Junction, H. A. Rogers, agent. Wonder if Rogers has a card. Never heard of it if he has.

Ignacio, Bro. D. O. Hatfield, agent. We heard he joined the Utes, but guess it must be a mistake.

Durango, P. B. McAter, general agent; Bro. E. S. Warner, assistant agent; Bro. Harry Hussey, cashier at freight office. Opr. Cornell at "DG" office. Don't know whether he is O. R. T. or not.

At Silverton, Bro. W. M. Shoemaker still kicks for more help. The San Juan still comes to the front.

At Tres Piedros C. E. Butts is agent. He is an old C. & S. man. Wonder if he has a card.

Bro. E. A. Kuhn, at Embudo, has one, you bet your life; also Bro. Davis, at Santa Fe.

At Creede, Bro. A. H. Wasson still handles the W. U. "biz," but breathes a silent kick every times he copies one.

S. W. Loomis, agent at Del Norte, and J. C. Strown at Monte Vista. Can't say whether they are Order men or not.

Bro. Conrad, operator at "OS" Alamosa, generally keeps No. 1 hot most of the time.

At "old Fort" Garland Bro. Neil is agent. Neil says he is going to change his name to "Rainey."

Bro. Stafford, days at La Veta Pass, has gone into the "infantry biz." Bro. Livly, night man, pounds brass nights, then pounds a drill daytime in his copper mine.

I guess this is the consist of the Fourth Division, D. & R. G., and if Perham don't turn that old' Gunnison goat loose some who have been after news from the Fourth Division may get what they have been asking for, so I will cut out.

CERT. 191.

Northern Central Railway.

Elmira and Canandaigua Divisions—

We are out in the cold as far as a correspondent is concerned, but you can't lose us. The boys all seem to take a hand in and keep 24 well written up. We hear no kicking about the hot weather. Every one of 'em seem to be very comfortable, and keep things rolling through it all.

Not many things of interest have happened since last month. "The people" are all in their old swing excepting a very few.

J. T. Hull, extra man, left the service for the Long Island R. R. Co., where he has accepted a position.

Philander G. Murphy, "the boy wizard," has just returned from the "Buckeye" State, where he has spent a very pleasant vacation. At this writing he is whiling away the hours at the home of a very dear friend of his at Ralston.

F. A. Vickery, a young gentleman of good habits and reputation, is holding down "Billy Van Wert's" territory at Ralston, nights. He has just purchased a new "Jewett," and has no use for the common folks with a pen.

J. J. Halloran is still on the outside track with good intentions. Can't some one pull him in? A dollar and a half to the one "what does." Come on, Jack. What's the matter with you?

Bro. Getchell is doing a great business with his spare cash these days. How much are eggs, "Getch"?

William Pettengill, at Troy, is hatching and raising a variety of the feathered tribe known as "white leghorns." They're dandies, too. If any of you fowl fanciers wish a setting, send to "Billy." He will treat you right.

F. H. Johnson, with Billy, nights. He expects a change for the better in the early fall. We all want and need the "change."

The Right Hon. Thomas Myron Seem is holding the chair and the cot at Gillett, nights. Tom is a great fellow for the girls. Seems to stand right in with 'em some way. Can't you show us how it's done, Thomas? You want to keep a sharp lookout for that place. It seems to be a "Jonah" to pass the wee small hours. Keep your eye on No. 4 and 9. That isn't any stop, you know.

Same old gang at the shops. Pretty good sort of folks, though.

The dispatchers are doubling up somewhat now to allow the annual vacation.

C. H. Judd has just returned from the Exposition, where he spent a few days among the fakirs and koochy koochy dancers along the Midway. S'pose he made goo-goo eyes all the way coming back. He's back anyway, and seems to be none the worse for his trip.

Poor old "Pete" at "McFlipp-town" is very much taken back since the new "choo choo" cars go through there. The trains all spin through now fifty miles an hour. "Pete" says it's a darn shame.

Walter Carr at the old stand—Millport.

Now we are glad—yes, Dum glad to see two red-hot boys at Starkey. One of 'em is chancing off a "turnip" that some one gave him for Christmas. He says it's a peach. I wouldn't wonder a bit. The other Duffer is throwing himself in the direction of Lake Keuka? Him and that man Cook, at Penn Yan, are hard to get ahead of.

All the officials are taking an outing at Sodus. Why can't they take us up there, too? You fellows up there long the breezy lakes think of the little hamlets down, way down, here in Pennsylvania, with the mercury stickin' out of the top of the thermometer—I tell you, boys, it's hot!

We were pained to learn of the death of Bro. Edwin L. Hayes, of Penbryn, Thursday evening at 9:30 o'clock. Our sympathy is extended to the bereaved family, and in losing Bro. Hayes we lose one of our best operators, also one of the best friends of the Order. He was well known and respected. Was employed on this road for a number of years, where he performed his duties very satisfactorily. His funeral is being held at Elmira, N. Y., at this writing. All the operators who could be spared were given transportation to the funeral, and the officials were very active in their services. Bro. Klingenger, of Sunbury, and Bro. Scott, of P. E. & Junction, are attending the funeral. A beautiful floral emblem was given by the operators of both Divisions.

Why can't we get the boys interested in this work? They seem to be afraid some one is going to hurt them. Get a swing on you, boys. You

have just as much right to stick up for your rights as the engineers or other railroad men, and I'm sure that this department is just as essential as theirs. There is a time coming, and that time is not very far off, when you will see that we are right.

Now, let us hear from some other brother the next issue. Keep the good work going. With "73" to you all, I'll cut out. C&RT. 59.

Norfolk & Western Railway.

Radford Division—

If the Division correspondent will pardon me I will endeavor to line up the boys on this end of the pike.

We will begin at "OX," Bluefield, coming east, where we find Bro. Creswell, days, with Opr. Lynch, nights. In "BF," Bluefield, we find Manager Bray, with four or five more, among them our old Bro. Mason.

At Ada is Bro. Vernon and at Tulip Opr. Vernon, days, and Akers, nights.

Bro. Blake works the block at Blake, days, with Bro. Smith as the "night owl." They tell us "SI" is a ladies' man.

At Hardy we find the only two brothers who work the same office on the Division. They are Oprs. Moore and Moore, "H" and "A," who, we understand are about to come into the fold.

At Oakvale, Agent Wheeler and "Little Bob" Charlton, nights. "D" is the smallest brother on the Division, but if you would hear him repeat the "315" you would think he was a big one.

At Wills we find that there are two more brothers, W. C. and A. C. Harbert.

Oprs. Harbert and Johnson hold down the work at Lurich.

At Narrows is Agent Harper, and at Shumate Bro. Durham and Opr. Johnson.

At Pearisburg we find Bro. Fry, and at Curve Opr. Durham and Bro. Phlegar, our A. L. C.

Bro. Duncan does the day work at Ripplemead, and Opr. Dunham, nights.

At Pembroke Agent Lucado and Opr. Painter.

Agent Goldsmith holds down Eggleston, days, with Bro. Carbaugh, nights.

At Dry Branch Oprs. Sonner and Calhoun. Cannot say whether they are O. R. T. or not, but hope so.

At Coe we find Oprs. Calhoun and McIntyre.

At Brown Oprs. Calhoun and Brown.

At Pepper we find Agent Wiley, who, we understand stood by us in the Southern strike, although he was a "non." Opr. Dixon, nights.

Bro. Price does the lever work at Walton, and Dixon the night trick.

This finds us at the end of the river side and am afraid that we can't locate them on the other side, except that our L. C. Bro. Overstreet, is at Vickers, days, and Bro. Hornbarger, nights. Bros. Bane and Rowsey, at Christiansburg, and Bro. Jennings at Arthur, and Ryan at Gap. Bro. Kyle, A. L. C. of the Bristol District, at Pulaski.

Will leave the rest to some other good brother. There are others, but don't know them, but

know that a good majority are staunch O. R. T. Trusting that some other brother will let us hear from them next time, I am

Yours in S. O. & D.,

"346."

M., K. & T. Railway.

Dallas Division—

Our dispatcher's office has lately been moved from Dennison to Hillsboro for Dallas Division. Several changes in officers are noticeable. Mr. A. D. Bethard, formerly superintendent, is now superintendent of car service with offices at Denison. J. W. Walton, formerly train master, is now superintendent Dallas Division, with offices at Hillsboro. R. J. Sullivan is train master, having his territory extended from Smithville to Denison. C. L. Harris, who was train master of Fort Worth Division, is now superintendent of the same Division. W. W. Miller, formerly agent at Denison, is now trainmaster. S. M. Samuels is chief dispatcher at Denison, and J. H. Bean at Hillsboro.

The S. S. & S. Ry. has been taken over by "Katy" and is operated as Shreveport Division.

Business both freight and passenger has been heavy during the season and still keeps up.

Opr. Mansfield is working in dispatcher's office at Hillsboro now.

Bro. E. L. Phillips, day man at Waxahachie, is laying off, going up in Missouri to visit his folks, and will take a trip to Buffalo before returning. Bro. Walsh is taking his place while absent.

Bro. R. G. Raoul, who has been operator and freight clerk at Waxahachie for several months, is working in "D" office, Dallas, nights, during the absence of "OD" Davis, who has gone to take in the elephant at Buffalo.

Bro. "OM" McCarty is working days in dispatcher's office at Hillsboro.

Bro. J. H. Clendenin is working nights at Waxahachie, Tex.

Mr. R. A. Rooker is working nights at Waxahachie.

Bro. Logan, at Lancaster, is taking a lay off, and Mr. Deyo is relieving him.

Agent Seifer, of Italy, has been laying off for some time. Bro. Martin, formerly of Hillsboro, is in his place.

Agent Hey, at Waxahachie, is taking a few days' rest in the Ozarks in Missouri and Arkansas.

Bro. Phillips, day man at Waxahachie, has returned from his vacation, which was spent in his home in Missouri, he also taking a trip to Chicago and Buffalo. Phil claims to have taken it all in, even to the girls with short skirts.

Bros. Davis and Heston, of Dallas, have returned from the "Pan" at Buffalo. Reports say they bit at everything.

A few of the boys have been to El Reno and registered for a farm so as to be provided for when their "arm" gives out.

A number of the boys on the Division have had a visit the last few days from a Mr. John Tarrico,

whose home is in Italy, Europe, an Italian tourist, who is walking back from South America to Italy. He left Buenos Ayres, South America, about a year ago and has walked all the way and intends to walk to New York, where he will take a steamer for Liverpool and walk through England, France and Spain. He has a book and diary of his travels, and he is filling it with notes on his way. He has the signature of most all of the railroad station agents at stations he has passed from South America, and it will be an interesting account of his travels. He is an educated foreigner and is taking this manner of travel to see more of the country and people, and not through compulsion or on a wager.

CERT. 2820.

You boys in Texas may not know how your brother, Mr. A. C. Wilson, operator at Sealy, is doing. Well, he arrived all O. K. with his wife and is now enjoying himself among his many old friends. Sunday, July 7th, a reception was given down on the farm at his folks, in his honor, and over one hundred guests were out to congratulate the dear brother and spend the evening. I being there, can speak for myself. Anyway, we are going to show "Ambrose" the best while he remains here and hope you boys will do ditto when he again shows his shining face in Texas.

H. C. CLINE.

Clayton, Ind.

A Mystery of Two Twenties—

One morning as the hands of the office clock was nearing 7 a. m., and about time for the day man to be showing up according to contract, but in all probability a few minutes late on account of "couldn't get breakfast," the "owl" at a certain joint took up his book and commenced to balance up the ticket drawer to see how much the company had beat him out of while he was in the arms of Morpheus. He had everything accounted for to the best of his knowledge, but the long-looked-for balance failed to materialize. The empty till looked up to him in the agony of despair every time he opened the drawer. He went over the figures again and still came back to the same total as before. He now stopped to think of his escapades during the night, and had he been so drunk as to spend the poor company's money when he had plenty of his own? But no, he was not a drinking man and the explanation seemed all the more vague. He was short \$40, "two twenties," simply this and nothing more.

A search was begun as he remembered what money he had taken in, got money for all tickets sold, and gave out no twenties in change. He came to the conclusion that it was in the office somewhere.

The search continues for a day or two with not a trace of the missing money. He had sold one ticket, the price of which was a little over the amount lost, and remembers getting two twenty-

dollar bills and the odd change, and apparently these two twenties were the ones that disappeared.

No solution could be made to work until an idea struck him. In putting the money in the drawer it was possible that it worked back into the rear end and in pulling out the drawer the catch on the combination might have caught it and held it till the drawer was far enough out and then dropped it on the floor. But what had become of it then? Mice? Yes, there are several of them playing around on the floor after everything becomes quiet in the night. What was to hinder them taking these two \$20 bills that appeared so nice and soft upto their nest? Nothing, in their estimation, and as they are the only ones to blame they will have to shoulder it.

Hammers and saws were brought into play, but to no avail. Their nest could not be found, and the poor "owl" had to put up for a \$40 mouse nest. Some day, maybe, when the company decides to do a little repairing (for they will never build a new one) a carpenter may run on to a rather expensive luxury in the way of a mouse nest, for they have builded better than they knew.

ANON.

Northern Pacific Railway.

Yellowstone Division—

Bro. J. O. Coombe, is taking a vacation visiting friends in Waterloo, Ia. W. O. Weber, regular "night owl," "GI," fills his position. We cannot yet call "WI" brother, but hope to soon.

Bro. R. E. Bean, working days, "GI" office. "B" sends good Morse. H. E. Dotson, nights. If Dot. stays on this Division we will get him.

Bro. C. M. Landon, agent at Wibaux. He will have his hands full from now on taking care of stock shipments.

Bro. C. H. Lilly, Belfield, is as warm as ever and because he shovels coal for the pump, has not made his lightning come any slower. We hear funny stories about "H" buying a piano. How is it?

Bro. Millegde, Medora, still keeping company with Badland Charlie. Has his up-to-date, as usual.

Bro. R. T. Heywood, Hebron, expects to leave for Buffalo and Boston this week. "H," we envy you your trip, in one way, and that is because it's not us.

At Miles City we find Bro. A. G. Snyder, days, and Br. M. J. Johnson, nights. Bro. Smith, recently transferred from Sanders to Miles City, days, having resigned. Sorry to see you leave us, Bro. Smith.

Fort Keogh, we find Bro. Tierney, agent.

Rosebud, Bro. Miller, gent; A. E. Pendergast, "night owl."

Forsythe, Bro. J. C. Watt, the old reliable stand-by. New man nights.

Huntley, Bro. J. B. Houck, agent, Bro. Nease being East on an extended vacation. Can't say as to night man, but he must be all right to be in company with Bros. Nease and Houck.

Terry, we find our only "Sister," Miss N. H. Donovan, agent, and Bro. M. L. Day, "night owl." Nellie and "WI" at "GI" do not agree at times, but "WI" says Pete Murphy is the cause of it.

Mandan, we find Bro. H. T. Gilbert manager, Bro. C. J. Cronin, day operator, and H. J. Carrel, night man.

New Salem, C. F. Mapes, agent, Clark A. Dufty, night operator.

Hodges, we find A. M. Gray, who, I believe, Bro. Coombes received a remittance from for admission just before his departure for the East. Wish there were more like Mr. Gray.

Conlin, W. J. Clark, just sent out. He is from the C. P., and has O. R. T. on his coat. He says you can't work up there unless you are in line. That's what we want here.

To those who have not yet received the new card, let me say you don't know what you are missing. It is the prettiest yet issued, and should be in every brother's pocket. CMT. 2874.

"HOW RASTUS BECAME A RAILROAD MAN."

His hat was tattered, his clothes were torn,
His whiskers leaked, and his shoes were worn;
He had been making hay on a Kansas farm,
Where the sun was hot, and the weather warm.

The farmer said that a dollar a day,
Was every cent that he could pay;
So Rastus struck, and started for town,
One evening just as the sun went down.

Arriving in town, early the morn,
He purchased a jug of the juice of corn;
With the money he saved for to buy some clothes,
For an elegant jag that day he blows.

Waking up next morning in the jail,
With his head swelled, and no money for bail;
The judge gave him ten days to work for the town,
From early in the morning 'till the sun went down.

The ten weary days were up at last,
And out of the jail poor Rastus passed,
And hired out like some more insane,
To brake upon a railroad train.

They gave him a switch key, a badge and a knife,
Which was stuck in his pocket as large as life;
And he started down the railroad main,
To a red caboose coupled on to a train.

The conductor sized him up as he came,
With a smile he said, "Rastus is my name;
I was by a man in the office sent,
To brake on this train before she went."

The conductor said if you were sent
To brake on this train before she went,
Your movements are most damnably slow,
We should have left town an hour ago.

He showed him his switch key, badge and knife,
And told him he had never broke before in his
life,

But a brakeman he imagined he'd like to be,
So he could join the B. of R. T.

The Conductor smiled in a knowing way.
And said: "Rastus, you start to-day,
Go hither to the smoky end, that way,
Where the vapors fly, the skyward way.

But wait a moment before you go,
A belt I'll give you and its purpose show.
It will come handy for you, I think,
For it has nice hooks for carrying links.

Whenever a link you happen to spy,
Whatever you do, don't pass it by;
For they are worth their weight in gold,
So go it, Rastus, and do as you're told."

Finally the train rolled on its way,
And the heart of Rastus was light and gay,
As he boldly stood on the head box car
Like a guard knight in the field of war.

Suddenly something awful meets his eyes,
For he swings his arms and loudly cries,
Stop her! But the train stops nit,
So Rastus slid down and hit the grit.

His heels hit first, and then his head,
Then like a cart wheel, around he spread,
Until with one mighty pitch,
Poor Rastus lay breathless in the ditch.

They stopped the train, and backed around
To where poor Rastus hit the ground;
And when they found him, what do you think?
Up in his belt he had a link.

The conductor scratched his head and swore:
That Rastus should not brake for him any more,
For he had time on No. 1,
And Rastus had spoiled the run.

Into the town they backed the train,
But when they started up again,
There stood Rastus upon the spot
Where the vapors wind their skyward way.

Time rolled on and Rastus stuck,
Whether it was brains or luck;
He joined the ranks of the B. R. T.,
And then shook hands with the O. R. T.

He never forgot to do as told,
Or the link that was worth its weight in gold.
He now superintends the railroad main,
Where the wise conductor still runs the train.

Pacific Division—

Wardenburg relieved Casner at Eburg. Latter leaves "SVC."

Rigby resumed work at Thorp the forepart of June after a vacation of six weeks, visiting New York. E. B. Gunckel, who was in Rigby's place during his absence, now relieving A. C. Greene at Centralia for a month or two.

Powers relieved Wetzel as day man at Clealum, the latter now agent at Sopenah in place of Wakeman, who is now at South Prairie, nights, temporarily.

Niede, at Lester, is off on a sixty days' jaunt. Don't know who is in his place; new man.

Floyd returned to Canton the forepart of June from a month's visit to St. Louis and Kentucky.

McReynolds back at Kanaskat after a short vacation. Randall took his place. Randall not located again yet.

Finley, who has been working at Centralia nights, in place of Zeigler for the past two or three months, is now at Auburn yard, nights. Zeigler resumes at Centralia.

That man with the "unspellable" name has been appointed agent at Ocosta. Weyland leaves "SVC."

Bachelor, at Roy, leaves on a month's vacation in a few days. Moore appointed in his place.

McGarrity, I believe, has quit us. New man at Goble, nights. Guess this covers it all.

Fred Knowlton, dispatcher "Q," has resigned to accept position as train master Southern Pacific at Bakersfield, Cal. Lancy, from Union Pacific, Green River, Wyo., takes his place here.

M.

Canadian Pacific Railway.

Montreal and Ottawa Section—

The M. & O. Section has not been very well represented in the columns of our journal for the past few months. This is not as it should be, for each section of this system should be represented monthly, and henceforth we will make an effort to keep up with the times and let our standing be known occasionally, lest our brethren may think our names have disappeared from the roll of honor.

Of course, there is not much worth recording on a short section like this, but short as it is, the O. R. T. is fairly well represented. We must confine our operations to eighty-eight miles of road, and endeavor to look busy with four trains a day, one passenger east and one west; one mixed east and one west.

This service was inaugurated with the section-men's strike and is expected to end with it when we will again have the "Flyers" on between Montreal and Ottawa.

I will now give you the standing of this section.

At Ottawa Central Depot, Mr. Swan presides at present, and J. W. McPherson, days, and F. W. Boze, nights, at N. Y. & O. Junction, all three "nons."

Mr. W. G. Robertson at Navan.

Bro. Dick O'Leary does duty at Leonard and whiles the hours away raising vegetables, beautifying the grounds and incidentally raising a family. Dick believes with Bacon that although "children increase the cares of life, they sweeten labor, and mitigate the remembrance of death."

Bro. Z. Carrir has recently been transferred from the Diamond (Hammond) to Greenfield on the C. A. R. His place is taken by his brother, Fred, who used to do the "owl" trick, and Fred's post

is filled by a "freshman," C. Harrigan, who will, he assures me, come in out of the cold as soon as he is eligible.

Our amiable Bro. MacAmmond, still explains, in Anglo-Saxon-French, and by Gallic gestures, the anomalies of the tariffs to the French farmers at the Brook. Like most other agents he has given considerable attention to the cultivation of flowers this summer with gratifying results, and from his beds the train hands sport choice bouquets daily. Mac is an enthusiastic union man and with him the O. R. T. takes precedence of all sublunar matters.

At Pendleton Bro. Meaney manipulates the key and tries sometimes to give expression to his sentiments in the Gallic language, but the Celtic accent predominates with amusing effect. J. T. has a two-handed game. He must unlearn the Irish accent before he can hope for proficiency in the Gallic. He is a new acquisition to our ranks, and we therefore cannot speak with any degree of surety as to his "stick-to-it-iveness," but he promises to be a sound O. R. T. man. His being a "non" so long was due more to adverse circumstances than to disinclination to join. He, too, is quite a horticulturist and has raised quite a variety of flowers this summer.

Here we are at Plantagenet and here we find W. K. Eagen. His flowers did not bloom. His seed "fell upon a rock and withered away because it had no moisture."

At Alfred we have Bro. J. F. Dubois, a sound O. R. T. man and an all-round good fellow. It is whispered that he will not much longer live in "single cussedness" and that he has determined to take a fair young damsel from Alfred Centre to share his joys and sorrows.

At Caledonia Springs we have another worthy representative of the O. R. T. in the person of Bro. Appleton.

At Vankleek Hill our veteran Bro. Appelby worthily represents the Order. His assistant, Matt, will, I understand, soon be initiated.

Then there is Bro. D. Bell at St. Eugene, a loyal O. R. T. man all the time. We hear that he has learned to speak French recently. He never felt the need of it till a sweet young maiden, with that indescribable Parisian grace, laid siege to his heart. He should then learn French or "let concealment, like a canker in the bud, feed on his many check."

Point Fortune is fortunate, too, in having for its agent a good O. R. T. man in the person of Z. Sansrigit.

We cross the Provincial line and at Rigaud, Que., we find Mr. Goyer doing the duties of agent. He is one of those men who pretend to be happy in their "unmanly isolation." But he looks lonely, as do all "nons."

Hudson comes next, where Mr. Park basks in the smiles of the summer resorters and politely answers their numerous questions.

I think the boys should exhibit a more lively interest in the workings of the Order and endeavor to have the standing of each section shown monthly. There are altogether too many "nons"

on the Eastern Division of the C. P. R. and an earnest endeavor should be made by each member to get some of them into line. The boys should pull themselves together and do a little missionary work amongst their benighted brethren.

An organizer's visit to the Eastern Division of the C. P. R. would undoubtedly bear fruit. A vigorous movement should be set on foot to get the "nons" into line. Why not start it at once?

BRUNO.

Mountain and Shuswap Sections—

Bro. Vivian Dunn says there is a new piece of carpet in the superintendent's office.

Messenger boy's diary:

Monday—"Hired."

Tuesday—"Tired."

Wednesday—"Fired."

Bro. Jelly jumped aboard No. 1 the other day at Field and to the conductor said: "Put me off at Sicamous Junction." "Very sorry," said the conductor, "your pass reads Polliser." And now Bobbie is "the nice young man who sells tickets at the station there."

Two new members were added to the O. R. T. gang on this section July 1. They are Bro. W. E. Burton, formerly chief dispatcher at Emsdale, on the Grand Trunk. "Wullie" will make a good member. The other gentleman is Lineman Bro. H. Giffen, who is always looking for trouble (on the wire.)

Bro. Bertie Sharp has left the girls at Polliser and Golden behind him and is now the agent at rural Enderby.

Am sorry to say that the hours I have lately been keeping are not those a young man like myself should keep. My nocturnal wanderings brought me into the vicinity of a certain night office. Having been a night plug have a brotherly feeling for all other night pluggers. I went in and to my great surprise saw a lump of ice on the relay. Being an inquisitive sort of cuss, asked my friend what it meant.

"Just wait till '6K' and you will see something," said he.

The time soon expired and in a few minutes an operator called for a working order.

Zip! Bang! Bur-r-r-r-r, bang! bang! bang!

"What in — is that?" I asked.

"Oh, that was 'JJS' sending a working order."

Then my eye caught the relay. It was fairly steaming, all the ice gone and my friend was in a cold sweat for fear it would blow up.

"I didn't have much ice this morning," said he, "so I must go and get a pail of water, as it will act like that till '8K.'"

Bro. Sorefinger, I mean Swerdfager, filled in a few nights at Golden while Vivian superintended the operations of a large body of men working at his mine.

"Tell me what a man eats and I will tell you what he is," said Bill Sykes. Now, Wullie Burton likes lobster; is he a ———?

Up at Rogers Pass Bro. Kelly will tell you he likes sardines, but is he a ———?

At Sicamous Junction Bro. Oakley is very fond of sausages and when "JS" says "all wires gone West," "Slim" glides up to the house and says: "Wifey, dear, may I have two sausages and a loaf of bread. "JS" has given me the 'razzle dazzle.'" Now, as everyone knows "Slim" is very animated, but is he an animated ———?

There are excellent prospects for another new member shortly and a credit to the Order—he will be, too. Let you know next month.

Bro. D. McManus, relieving agent, relieved Bro. Mooney at Illicillewaet, while "MO" takes his "annual." A lot of others are looking forward to their vacations.

The attention of all Order men should be given to the System Federation agreement on page 608 of July TELEGRAPHER. They are, perhaps, a little elaborate and cumbersome, but perfectly workable. System Federation is the one thing lacking to make the various railroad organizations most effective. Let us urge upon all the Local and General Chairman of the various Orders interested to gather together and federate according to the above referred to agreement. I would suggest to Bro. Currie that as he is the Chairman of the most solid O. R. T. section on the C. P. R., that he should take the initiative in this matter.

CERT. 744.

Thunder Bay, Wabigoon & Rat Portage Sections--

In my capacity as scribe for a short time, I inadvertently missed having my little say for June through being too late for "edition," consequently I see there was no mention of our Division in that issue. Beg pardon, "boys." As I am rushed for time again this month I will just mention the changes I am acquainted with, as follows:

At Port Arthur Bro. F. D. Picken, from Rat Portage, takes the place of Bro. F. J. Belleau, who is taking a vacation in the East.

Bro. Merrihew relieving Bro. Bonewell, who is relieving dispatcher at present at Fort William.

Chief Dispatcher A. W. Hodgson has just returned from a three weeks vacation, his position being filled for the time by A. Hatton, the first trick man, who is now absent on holidays.

The next change in the progress up the line, is at Tache, where we find Mr. Adair, a new man, working nights, in place of Bro. Nicol, who now nights at Eagle River, after several vain attempts to live in town. Hard lines, "Nic," but your turn is coming, and Mary is still young and will keep.

Mr. Adams works nights at Dryden, which office has again been opened after being closed for some weeks.

Bro. Hodgins, agent at Hawk Lake, has returned to work, after spending six weeks in the East. Jimmy says he enjoyed himself immensely, but especially the day following his return. "It's the man behind the gun who does the trick," "HA."

Next change in order is at Rat Portage, where Mr. Gilbert works the night trick, in place of Bro. Picken.

Bro. Gould is still at "B" office and very busy on account of late trains, especially nights, but everything is "Rosy" and he "May" win yet. "Back up."

All the boys are in line now until we arrive at Rennie, where we find Bro. Campbell, the agent, absent on vacation, his place being filled by Bro. McNeil, the night man, who in turn is relieved by a "ham." Cut it out, Mac.

Bro. Tighe, at Molson, has been away on leave, relieved by Bro. Hearn, late acting agent at Bonheur, where he relieved Bro. O'Neill, who was sojourning in the East.

The only other change I am acquainted with is at Sinnot, where a new office has been opened with Bro. Kelly as night operator.

The sectionmen's strike prevailing on this road at present is making things generally disagreeable with regard to the running of trains, etc., although the regular wear and tear is all that affects the track, as the men so far have behaved in a perfectly gentlemanly manner, and have made no personal interference. We confidently hope for a successful termination shortly.

Mr. Chairman, will you now kindly transfer the position of correspondent over to some more able brother, that we may hear from all concerned.

MACDUFF.

Erle Railroad.

Items from this Division have been conspicuous by their absence for several months, hence we venture the following:

Coming east from Hammond we find few changes until we reach North Judson. There we find at the depot G. C. Taylor, days, and Bro. Chapman, nights, both from "JO" tower.

At "JO" Mr. Warvel, from the depot, days, and Sister Chandler, from Lomax, nights.

Mr. Bresick, from Midway, puts them by the tank at Lomax nights. We have not heard who handles levers at Midway.

Mr. Mathews, formerly at Ora, nights, has resigned. We understand he has bought a meat market at Monterey.

Wayne Hartigan tried a few weeks of the society of mosquitoes and marsh bugs at Lomax, but gave it up and returned to Clear Creek.

Bro. S. S. Robinson has resigned the agency at Bippers to accept a position with the B. & O. at Newark, O. Bro. Dunseth is the new agent at Bippers, Bro. C. E. Bentley taking the agency at Servia. H. L. Stout, of Athens, fills the vacancy left by Mr. Bentley, at Aldine.

"Put me off at Buffalo" is the song of several of the brethren, Bro. Ed Sparks and Bro. H. D. Fuller among the number.

Who will get Hammond, days, is the leading question along the line at present, and a most important question it is, for the filling of this vacancy will affect other important positions. We hope they will be disposed of to the satisfaction of all.

Bro. Hurren, of Crown Point, was called home on the 24th inst. to attend the funeral of his

brother. Mr. Huffman, from Palmer, did the heavy work at "CN," while Mr. Paddock relieved him at Palmer.

"Just overlooked it" was Opr. Catron's excuse for delaying a car of stock twenty-four hours at Hurlburt, while trying to be train dispatcher and operator at the same time. You are right, Bro. Smith, it would be an expensive oversight for you if you were at fault; but as it is, "you all know the rest."

Bro. T. G. Hartigan, former night operator at North Judson, but now with the Nickel Plate, is the proud "dad" of a nine-pound girl. George says they are all Irish on the N. P., and "I will never come back any more."

A good time was reported by all present at the meeting at North Judson the night of the 20th inst. Let us hope it will not take six or eight months to wake up to the necessity of another meeting.

It is reported that a certain operator who allowed himself to fall from grace with the Order, and expected to hold one of the best positions on the Division through the promises of a "petty official," is about to pack his shoe box and move. Still he could not afford to pay his dues.

Sister Chandler, at "JO" tower, says there is no time to sleep there, as the dispatchers keep her busy doing messenger work around the yards. Sister C., you had better put a check on them while you have a chance.

And still the "ham" factory at Athens is in a flourishing condition. We can't expect much else when we remember who is foreman of the mill.

Bro. Clancy did good work on his tour over the Division in converting unbelievers, restoring backsliders and reviving the "cold" members. We wish every non-member could have our experience with a road that is not organized. They certainly would be willing then to help support the Order to which they are indebted for better conditions.

A glimpse of the goat in the background reminds us that it is time to cut out.

CERT. 208.

Meadville Division, East—

Opr. Sherman, of "KY," resigned his position. Did not hear what the cause was. Also Bro. G. Jobs resigned his position at "RF." We "13" he preferred a day job which he has in a basket factory at Boomertown. Sorry the brother left.

Sister Cunningham, of "WC," has been working at "NK" constantly of late. Extra Opr. Flaherty did the night work; Bro. Broderick, day trick.

Bro. Hays was absent picking cherries at Watt's Flats for day. Extra Opr. Flaherty did the work at "JN."

Bro. Madden, from Pittsburg, has been calling on friends at Watt's Flats and Jamestown. He says the O. R. T. is doing good work there.

It is with pleasure that a person can greet a brother who is traveling now days instead of a hobo tramp operator. Bro. C. D. Smith called in this morning from Division 44. We had a pleasant chat and the brother rolled out en route for the Panhandle. If a person would just take notice

the hobo operator is becoming a thing of the past. If he can't show a card or good reference, who and where he hails from he need not apply for any assistance down this way. The same method should be practiced with all such people. Then we would stamp out that class of people who are doing the Order more harm than some of the "ham" shops, as they will scab it.

Bro. Ferris, of "XD" offices, is back again on account of recent changes at "XD." We "13" he will resume work at "CA" again.

The only man who does any active work over here on the line is E. J. B., of "J." He comes around at "5K" a. m., to let McElroy off. How kind.

Our regular monthly meeting was called to order at 8:15 p. m., last evening. Minutes of last meeting read and approved. One application received for membership and good news of things along the line was discussed. While the hot weather could not keep the brothers away it shows a good spirit of the feeling along the line, although some of the brothers came in on their bikes an account of street car strike. At "9K," p. m., nominations were in order for Chairman of L. B. of A. Bro. S. E. DeWitt, of Jamestown, was nominated as Chairman of L. B. of A. A position justifies the brothers to replace him there for the good services he has rendered during the last two years he served in this capacity. Nominations were in order for delegates and alternates to attend biennial session of the Grand Division. Bro. S. E. DeWitt was nominated to go as delegate and Bro. J. M. O'Neil was nominated as alternate.

The brothers of "HF" Division certainly are pushing things along in a business way, and their efforts will be rewarded in the near future, and we are in hopes when the time comes to vote the brothers will cast their vote, and as there are some brothers who have a long way to come to these meetings we trust you will do all you can towards getting those new extra operators in, and any news that you know of jot it down and send it to our local secretary, who will keep it safe when the time comes to send them in to our Division correspondent.

With success to Bros. L. E. D. and J. M. O. will cut out now, asking the brothers to be ready for our next meeting.

Yours in S. O. & D.,

X.

Lima Division—

Beginning at Simpson we find Mr. Grim, days, and Mr. Hill, nights.

At Markle we find Mr. Wilson agent and Mr. Powell, nights.

At Uniondale we find Mr. Porter agent and Mr. Crist, nights.

Mr. Frisinger holds down Kingsland, days, and Bro. Sale, nights.

Mr. Carrick is now agent at Tocsin, with Mr. Bashore, a new man, nights. No cards in sight.

Mr. Teeple is still holding down Decatur tower, days, with Mr. Berwick, a new man.

At Rivare we find Mr. Chapman as agent and Mr. Holler nights. Mr. Holler is out at present, but promise to support a card after next pay day.

Bro. McKenna, agent at Wren, is home on a visit and is relieved by Bro. Kreigh.

Bro. Quint, agent at Glenmore, with Mr. Shaffer, a new man and "non," relieving Bro. Strode, the regular night man, who is at Chicago on a visit.

At Ohio City we still find Bros. Walters and Earp, days and nights respectively.

At Elgin Bro. Marty. Can't say who does the night act.

It is to be regretted that the promises made to Bro. Clancy, or at least a few of them, have not been kept. How a man can be blind to his own interests is more than we are able to see. Lima Division, however, shows up pretty well, but we are sort of jealous Rubes over here and would like to make it the banner one.

Bro. Loutzenheiser had a holler coming last month on account of his TELEGRAPHER failing to show up. We don't wonder the brother down at St. L. got your address mixed up with such a name, but we don't blame you for making a kick. We all want our TELEGRAPHER on time.

Bro. Button says himself and Geo. Lovill are in the same class when it comes to railroading. They both came from the Big Four. What class is George, and can't you make DeCliff a solid O. R. T. station by carrying Jess in out of the cold?

Bro. Hopkins has his hands full down at "KN" tower these days. The O. C. run quite a number of trains down the line now on account of it being made the east-bound double track of the Hocking Valley.

Bro. Thomson also does a little hustling in Kenton, where it takes muscle. No. 8's baggage is something fierce these nights. You ought to have Sam come around and do that part of it for you. He probably misses the exercise.

Bros. Spencer and Seithman have just got over the small-pox scare at Foraker and now have the mosquito scare with them. Which is the worse, boys? Perhaps Bros. McCoubrey and Shaffer, at Alger could give a little information on that subject, too, located as they are.

Bro. Pyle, at "SJ" tower, Lima, in addition to being a first-class O. R. T. man, belongs to the Lima Y. M. C. A. Bro. Smith took him up and had him ride that somewhat tame goat.

Bro. Aldrich says the mosquitoes down at "MQ" tower don't trouble him very much. He only works twelve hours, and days at that. Bro. Kindell don't seem to mind them much. When we were there we didn't, but they did us. There are some bum things along the Erie, but the mosquitoes take the bakery.

Two good O. R. T. men hold down Kemp, Bro. Willis and Bro. Brown, and two at "SV" tower, Spencerville, Bro. Harbison and Bro. Strode. It does one good to know such things as that. If it was that way all along the line we would know for sure that all the Erie boys believed in union labor.

Div. Cor.

Chicago Division—

Bro. S. S. Robison, formerly agent at Bippus, has accepted a position on dispatcher's office on B. & O. Best wishes of all goes with him. Bro. G. O. Dunseth takes agency at Bippus, Bro. C. E. Bently, agency at Servia, and Mr. Stout has accepted the position of manager at Aldine.

Bros. F. W. Newell and O. E. Chapman have been passing the cigars and receiving congratulations from their many friends on account of their having started out on the uncertain sea of matrimony. May they ever find smooth sailing.

There was a good attendance at the meeting held at North Judson on the 20th, and it was the opinion of those present that we should hold meetings more frequently. Bro. T. G. Hartigan was present and after the meeting he led the way to an ice cream parlor, where he said we must "have something on him" on account of a bouncing O. R. T. girl having arrived at his place recently. George is night manager at Knox, Ind., for the N. P. Ry.

Sister C. E. Chandler has the night trick at "JO" tower, North Judson, Bro. Taylor, days, and Bro. Chapman, nights, at the depot.

Bro. E. C. Mensel has concluded to give up telegraphing for the present and remain as switchman in Hammond yards, and Hammond day trick has been advertised.

Bros. Bresick and H. W. Ferns have Lomax and Clanricarde, nights respectively.

If any member of the Chicago Division did not receive notice of the meeting at North Judson we hope he will excuse the undersigned, as it was the intention to notify each member.

Where are the promises made Bro. Clancy a few months ago when he went over this Division. It must take unlimited nerve for "nons" who are employed steady to give the "hard-up racket" year after year when approached by an organizer or member in regard to joining the Order. After the next election when a new board will be elected we hope they will be more successful in lining up those old "nons" who must certainly know they have no excuse for not supporting the Order of their craft.

CERT. 17.

Seaboard Air Line.

Savannah-Jacksonville—

Very little news on this Division this month. With the vegetable and watermelon season in full blast and rock trains running every day, has kept everybody hustling. Plenty of business of this kind means prosperity for the road. How much does it mean for the telegraphers?

We have had several promises from the "nons" to get in line, but they have failed to come around. This is very important, boys, and you should come in at once.

I understand we are to have a meeting at Ocala on August 5th to organize Division No. 89. This is the proper way to do things and I wish to congratulate our friends in Ocala for the way they

are handling this matter. I expect to attend and take as many of the boys with me as possible.

Was glad to see the news in last month's TELEGRAPHER from the Richmond District of the First Division. Come again.

We have only a few "nons" on our Division now. It would sound much better to say "we have not a "non" on this Division." Get after them, boys, and run them in.

Will give you the news from the Ocala meeting next month.

Div. Cor.

First Division, Richmond District--

I must say that the brother writing up our end of the line in June issue made a mistake in some he named as members of our Order. When our organizer came along it was: "Oh, I am with you. Take my name and just tell the boys I am one of them. I will send money for card shortly." This or these parties have been telling other operators that they were members. A thing of this kind under "existing circumstances" does our Order no good and I think it advisable for those who have been claiming this honor to refrain from further doing so. Honor to whom honor belongs.

We are still in existence in this section and are kept busy watching the water "million" trains.

Since the management of Mr. Barr went into effect some few changes have taken place. Richmond and Norlina each lost a dispatcher's office. They have been consolidated into one and located at Raleigh. We still hear the familiar writing of Messrs. Nowell first, Cherry second, and Moore third. I have heard it said that Mr. Nowell will not consider the application of a scab. They are a fine set.

Our chief dispatcher, Mr. Lee Johnson, is an old Order man. He was Secretary and Treasurer of the Weldon, N. C., Division, remaining with it until it ceased to exist.

We are in fairly good shape on the S. A. L. now, and I think we are entitled to a schedule.

We were sorry to learn of an unpleasant occurrence which happened on our line a few days ago. If the right thing has been done we hope that the matter will end here. On the other hand, if any one has been unjustly treated we hope matters will be straightened out. Balance your accounts daily, boys, and remit according to rules and a repetition of such a nature will not occur.

Your writer was grieved to learn of Bro. McNamara's death, which occurred in the wild mountains of West Virginia some time ago. He was a good boy, having boarded with me a while at "NS" (a box car office) several years ago. I learned to like him and I extend to his family my deepest sympathy.

I would like to hear from the Tug River Section through our columns.

Bro. Curry, where are you and your good little lady now. Mrs. — joins me with kindest regards to each of you.

How many brothers on S. A. L. have secured a new member since Bro. Davis came along? Let's

put our shoulder to the wheel and push with all our might.

TAR HEEL.

C. & O. Ry., Div. No. 40.

Mountain District--

A sage in my profession, but truly an amateur in journalism, apologies in the beginning you note, so if when you have read through this you have found it horribly boring you can kick yourself instead of trying to waft me bouquets on the breeze.

Our meeting at Clifton Forge last Wednesday night was full of good results, and we feel that we have accomplished something as we do each time. I am sure each one in attendance felt better the next morning for having turned out, and I venture to say that the "stay at homes" felt differently, and had you accosted them they would have been anxious to slip you or evade the question; pricked conscience, you know, for neglecting duty, for they very probably had no plausible excuse to offer, and so long as I am talking in this strain I just wish to say right here that the absence of our oldest, best and most staunch advocates of the cause was plainly and painfully noticeable; good men who have been with the company and in the Order for years, as agents and operators on both districts, and whose presence and co-operation are very necessary to a high standard of success, and not only this, but there was a point at issue that concerned the agents alone, and other than our most worthy secretary (who, of course, was kept busy) there was not an "old timer" in our ranks to rise and express thanks and appreciation to our worthy General Chairman and his methods, which bid fair to accomplish so much for them.

I say again the fact was plainly noticeable and it ought not to be so, and none know it better than they. Also the vacancy on the Local Committee, Mountain District, made so by the resignation of our brother, F. B. Bouldin, and duly filled by the election of Bro. E. L. Boynes as successor.

There were other important matters before the meeting, but my feelings accord with those of our General Chairman in that matters of our Division room are not for publication, and if the brothers wish to keep up with the cause and what we are doing they must be in attendance upon the Division room at least every other month (every month if possible), otherwise they cannot keep in touch with us or what we are doing.

We are glad to report three new members. In fact, new members come in each month, significant of the fact that it's a matter of duty and highly important that we should, if possible, be organized to a man.

In concluding my remarks on the meeting, not the least worthy of mention was the ice cream festival in the banquet hall adjoining, which, if we can judge from the way it departed from the side table, was immensely relished and enjoyed by all (I speak very feelingly for Bro. Landrum. I served the cream and we were not supposed to partake, you know, until all had been supplied).

It was good cream, too, and thanks to Bro. Alvis and his good wife, who always makes good cream. Also she desired to furnish this treat "free gratis," thanks again to that opportune General Chairman, who would not permit of her doing so a second time and the boys responded most becomingly.

Now if there is lots of space I should like to speak generally to our system upon a matter which appears to be of vast importance and which is positively growing to be a nuisance and an evil—that of the company's volume of dead freight traffic on Sunday. Somewhere within the closed lids of our State law books (closed, I said; yes, closed very closely and securely) there is a law governing the movement of freight trains on the Sabbath day, perhaps, the doings of some poor overworked State Legislator or Legislators, who at the time was tired and felt as did the poet who wrote:

"He runs well who runs his best,
I am weary, let me rest," etc. "

But who after the session was over had a chance to rest on his "laurels" for, perhaps, all time to come, and overlooked the fact that a law is no law at all unless enforced, and the consequence is that through policy or neglect, I know not which, it has not been enforced at all and we have not been benefited.

Now it is not our wish or desire to dictate terms and conditions to railway companies. At the same time we do not feel that railway corporations can be classed with other corporations of a more private class because we, the property-holding and tax-paying citizens of the land and country, are taxed to build railways, and public funds voted to their construction and maintenance, whereas, manufacturing industries of any and all proportions are built by private funds and individuals, and while morally wrong for them to operate Sundays and protect their selfish interest at all hazards, without regard or respect for the labor necessary to their operating. It is not legally wrong, while with railway corporations it is both morally and legally wrong. The laws of our State forbid them running dead freight on Sunday and yet they do so with every feeling of security Sunday after Sunday. In fact, from personal observation I note that 50 per cent of the Sunday trains are dead freight trains. The company actually chooses the Sabbath to clean up and round up, get all old cars moving that they may have a clean yard for Monday's work, without regard or respect for the man who has been on duty religiously twelve hours each day for the past six days of the week. There seems to me no good reason for a railway company acting in such a way. Why can we not better our condition in this respect. We have everything in our favor.

A seemingly reasonable request would be that they abolish this dead freight business as much as possible on Sunday, and let every other office on each district be closed every other Sunday, giving those on duty as much time off as possible. This would truly be a great boon to operators, giving them two Sundays off each month in which to

be free men. Nothing in the way of a privilege would be so much appreciated and enjoyed, and I feel when the question is properly put to the officers of any road it will appeal to them and it will be easy to carry the point.

I sincerely trust that what I have said relative to this Sunday work may come under the observation of every telegrapher on the C. & O. system, and if you concur with me will you not put forth an effort for yourself and humanity's sake.

In conclusion I wish to refer to our last schedule of agreement. Some of our brothers claim that it is not being complied with in each particular. Let me say to you if you are not getting all that's coming it's your fault. We have a man in the chair who, I am sure, stands ready to take up any grievance and see that justice is meted out to all. So if you have a grievance do not fail to put your case before him.

Lastly, let me urge upon you to attend the monthly meetings every month, if possible, if not, every other month. We need your opinion and often your vote on many subjects each time. We cannot exchange views nor harmonize ourselves unless you come out.

Fraternally,

E. L. BOYNES,
Correspondent

IN MEMORIAM.

WHEREAS, It has pleased Almighty God to enter the home of our Bro. V. B. Wood, and take from him his beloved wife on Wednesday, July 17th; therefore, be it

Resolved, That we extend to our bereaved brother our heartfelt sympathies in his deep affliction and pray God to give him grace and strength in this dark hour, and that this resolution be placed upon record and a copy of same be sent our sorrowing brother.

R. E. TYLER,
S. M. ALVIS,
E. L. BOYNES,
Committee.

All members of the O. R. T., between Clifton Forge, Va., and Handley, W. Va., will please mail their name and postoffice address to Division Secretary, Hinton, W. Va., excluding back numbers.

JAS. RUSHFORD,
Division Secretary.

James River Division—

Our regular monthly meeting, held at Clifton Forge, July 17th. We had a fairly good crowd, but the best of all was the three new members we initiated, as it takes material to run anything you go at. Hope those new brothers will stick to us, as they are the kind of men we need and must have. You boys who were not present don't know what you missed. Besides the good meeting we had plenty of good ice cream, which was enjoyed very much by all. If some of the boys would take as much pains to go to meetings as they take

in fixing up to go to see girls we would have to hold an out-door regular old camp meeting, as the hall would not hold the boys. Turner said he had not been to a meeting for a long time and that is why he was beaten, but says he is going to fight again. Well, old boy, you have good pluck, but you must not expect to "cut much of a figure" if you stay away so long.

Now, boys, get a move on you and come to the front. You must not expect a few to do all. We are all interested in this work. A great many operators will ride an excursion train to a circus allowing the trip to cost them ten or fifteen dollars, but won't go to a good O. R. T. meeting free of charge. Boys, this is what I call putting the cart before the mule. Don't let this be the case. You can not run any kind of ship well without a full crew. The O. R. T. is a large boat, and should have a full crew.

Well, I will cut out and let some one that knows more about it than I do take it up. Will tell you balance in a rhyme best I can:

Come along up to the meeting,

Don't stay at home like a block of wood,
Show your face now and then,
Maybe you can do some good.

Come along up to the meeting,

Try and lend a helping hand,
Don't sit down and pull your whiskers,
Come along and act a man.

Come along up to the meeting,

Try and show a pleasant face,
If you cannot make a speech,
Only come to fill a space.

Come along up to the meeting,

In your craw we'll put some sand,
Don't expect to be successful
If you don't stick to the band.

Come along up to the meeting,

Just to say that you've been there,
If you do not say one word,
Come just so you fill a chair.

Come along up to the meeting,

It is free for you and me,
Do not think that we will hurt you
Only come along and see.

Come along up to the meeting,

If you can't come but one night,
Come up once just "for" to see us,
For we'll surely treat you right.

Come along up to the meeting,

Come just once to make a start,
After that we know we'll have you,
For I know we'll win your heart.

H.

Alleghany District—

As I was unable to attend our last meeting, July 17th, I can not say what was done or just who all were there, but understand they had a

very successful meeting, with a good turn-out from New River District, but small attendance from Alleghany District (which is pretty generally the case.)

I know it's a little inconvenient to attend from this district on account of there being no passenger trains suitable to go on, but surely each member could attend meetings once every two or three months, and boys, you would do so if you had the interest of the Order at heart, as you should. We have members on this district that do not attend meetings once a year and some few that were never inside a Diviison room in their lives. It's all very good and right to be a member, keep your dues paid up and all of that, but you ought not to expect a few to do all the work. You should attend meetings occasionally at any rate. Don't imagine you are not needed or not wanted. You are every one of you needed and needed badly at each meeting.

The members that do attend meetings regularly from this district are, for the most part, all from the farthest end of the district, and all married men. They can travel sixty or seventy miles by freight to attend these meetings and scarcely ever miss a meeting, while those from the other end of the district that could attend with very little inconvenience to themselves scarcely ever show themselves at meetings. (We except Bros. Wheatley and Clark, from Don, of course, as one or the other of them hardly ever fail to show up at meetings.)

Our next meeting will be held in the I. O. O. F. Hall, at Hinton, Wednesday night, August 21st. Now, brothers, please try and get there. We don't want our district to lag behind this way; besides we will have important business on hand, the election of new officers, etc., and we will need every one of you that can possibly get there. Some of you brothers that have never been there should make a special effort to attend this meeting. You will find all our old standbys there and all of them most happy to see you. Just let Bro. Holt know that you wish to attend and he will put you down for a pass. And, boys, all of you that have not paid up your dues to December 31st should do so promptly. The Order needs the money to cary on the business and it is just as easy to pay one time as another.

The Order is coming to the front all over the country. With large increase in membership as well as new schedules and other concessions in our favor on almost every hand, and methinks the time not far distant when we will not have to beg the "nons" to join our Order, but will have them begging us for the privilege of joining.

We now have most all of the progressive, intelligent, liberty-loving railroad telegraphers in the country with us, men that will succeed at almost any business they go into. Just stop for a moment and compare the members of the O. R. T. on this district of our road with the "nons" on same, and see what your verdict will be, and it's the same case the country over. If it was otherwise, the O. R. T. would never gain a victory. Then, again, how many O. R. T. men have you ever seen on

the "hobo" with up-to-date cards in their pockets? I have been telegraphing ten years and during that time I have seen only one and he proved to be a "fake," and was promptly expelled from the Order before he got off of the C. & O. road. The fact is O. R. T. men don't have to "hobo" very far to find a job these days. They are of the kind that can get a job most anywhere and hold it after they get it.

CERT. 12.

Ashland Meeting—

Saturday being such a warm and uncomfortable day, a lot of the boys who are usually on hand, failed to show up, though we had some very important matters to come before the house. We, however, had a very good attendance from the Cincinnati Division, which is now the banner Division of the system.

Meeting opened in due form, with our old reliable Bro. Joe McAllister handling the gavel, and Bro. Aumiller as first assistant chief telegrapher. Minutes of last meeting being read, and no objections, stood approved as read, and laid over, and other business followed in regular order.

The committee appointed to investigate the charges made against Bro. Thompson were on hand with their report, which was accepted and committee discharged.

After reading some correspondence from our General Chairman and others, we drifted along down to the election of officers for the coming term. Bro. Stratton, the present incumbent, received the solid support of the meeting, and was nominated for another term as General Chairman. This shows how well Bro. Stratton has served us; also that he has the solid confidence of every member, which he justly deserves.

Next came the nomination of Local Chairman for the Huntington and Cincinnati Divisions. Bros. Kiser and Miller receiving the nomination of their respective district, but when we came to Cincinnati District the feeling wasn't so unanimous, as there were four names put before the boys to vote on, Bros. Hiser, Welch, Willis and Glenn. Now take your choice, boys, and see that you don't get stuck.

Next came nomination for delegate to the next biennial convention, and Bros. Grogan, Willis, Hiser and Glenn were nominated as delegates. You can take your choice again when the ballots are sent out.

This about wound up the business for the night, and after a few remarks for the good of the order by Bros. Willis, Molloy and Glenn we adjourned to the next fourth Saturday.

A few locals now and then I will cut out for the present.

Bro. Molloy has recently been changed from "WX" to "DA." Mr. Smith returning to "WX."

Bro. F. A. Allen, of Foster, was off a day or so last week visiting his brother and parents at Portsmouth, being relieved by the night man.

Understand Bro. Byrne is going back to "WG" in the near future, and will be succeeded at Limeville by Bro. Aumiller, of Zion.

Bro. Barker, of "GB," has been laying off spending some of his dough which had been accumulated since he left town. How's that little girl now. "B"?

Bro. H. F. Willis has recently been changed from "Z" night, to "GN" days, Bro. Chapman going to "Z" nights.

We "13" Bro. Wheeler, of "BV," is doing quite an extensive business now in the farming line. How is the potato crop, "SJ"?

Bro. C. R. Murphy, of Garrison, who has been reported as being married so often, stole a march on the boys the other day and got married, sure enough. They have the best wishes of the entire membership. How did you like the bridal present, "CR"?

CERT. 288.

Michigan Central Railway.

Canada Division—

"My beloved fellow travelers, in holding forth to-day,

I don't quote no special verse for what I've got to say;

The sermon will be very short, and this here am the text

That half-way doin's ain't no count for this world nor the next."

It cannot be said that we had any half-way doings in the way of organizing solidly a few months ago, but the delay in schedule matters begins : look very much like "half-way doings." I cannot tell why it is so that we have not yet got things into shape for sending a committee to represent us before the management. We certainly should be able to secure concessions as favorable as all the other employees of the road, only we linger and dilly dally along, and soon it will be said the golden opportunity has passed.

Come, now, boys, see if you can't give an opinion in this matter and hurry things along a bit. I don't think there has been much half-way doings in the matter of paying dues and that's one encouraging aspect of the case, but it does seem too bad for us to lie idly down without an effort to procure a schedule. We would all be glad to hear from those at the helm regarding this matter.

With best wishes to all.

Fraternally,

Div. Cor.

Camden Div. No. 84.

No doubt it will be a surprise to most of our members (allow it to read the stay-aways) to see their Division in the journal this month. Out of a membership of some ninety members about a dozen are at our monthly meetings and often times much less than a dozen. Members living at a distance from Camden, where it would be impossible for them to attend on account of the train service, are excused, but for members living within a radius of twenty miles from the division room there is little excuse for their absence.

We regret to say that many of our Camden members are not represented at our meetings. Boys, to make this a success your presence at every meeting is necessary. Come down to the division room and blow your bugle. Don't pout out along the pike about what is being done and what is not being done. Come in and have your name on the roster.

Regular monthly meeting on the 15th ult. was composed of eleven members. Bro. McCabe being absent, Bro. B. Bowker, one of our new members, acted in the place of Chief Telegrapher McCabe.

Nominations of officers for next term were made, to be elected next meeting. Two of our members were dropped for non-payment of dues.

A social committee was formed, Bros. Bodine, Blake and Page, to look after the stray coin which you are possessed of, for an entertainment to be held in September. Don't be afraid to put your name down for a piece of silver.

Div. Cor.

Notice! Members of Div. No. 12.

Our annual election will take place on Wednesday evening, 8 p. m., August 28th, at 626 Depot street. A full attendance is requested and trust all who possibly can do so will come out.

Yours in S. O. & D.,

G. J. STEURER,
S. & T.

Pennsylvania Railroad.

Pittsburg Division--

We have not noticed any notes from the Pittsburg Division for some time, and we will endeavor to give a list of the operators employed east of Bolivar.

The Order is in a flourishing condition and new members are being admitted constantly, and the prospects are bright for enrolling other good men. Keep the good work moving, boys, the "nons" are now in the minority, and by each of us making a special effort the Division should be solid O. R. T. in a short time. Surely there is no reasonable excuse for not joining the Order of our craft.

At "VY," Bolivar, Oprs. Love, Hall and Long on the first, second and third tricks, respectively.

At New Florence, "NF" tower, D. Seyders, first, F. Roth, second, and J. J. Bowman, third trick. Bro. Fred is off duty now on account of an injury which he sustained two weeks ago, which consists of a sprained ankle, this making it necessary for Oprs. Seyders and Bowman to work twelve hours during his absence.

At "VK," Nineveh, we have C. Greek, days, and Miss Irwin. nights.

"NR" tower, M. Rude first, Chas. Quigley second and E. Devinney third trick, E. Dias, the regular second trick man, being on the sick list.

At "SQ," Sang Hollow, we find H. Gontz first, Charles Reppman second, and Mr. Rude third trick. Mr. Peppman has been working in train master's office, "GZ," in Altoona, and says that

there is considerable difference between "GZ" and "SQ" in the work.

At "SX," Sheridan, E. P. Harding first, C. F. Dysert second and E. L. Block third trick.

At "C," Conemaugh yards, J. A. Fleck first, S. D. Gochmour second and C. C. Conley, third trick. At present Opr. Gochmour is having trouble with his eyes, having been off duty for five weeks. Conley is working second trick and R. F. Berkebile third. We hope to see you return to duty soon. "GO," and also to have you with us in our good work, which we think you would take an interest in.

At "DM," Conemaugh, R. M. Hirsh works first, B. M. Morgan second and W. E. Wolfe third. "WV," here is the glad hand for you. Hope you will like your new position at "DM."

At "AO," Block Station, S. B. Bosley and H. B. Grove working twelve hours during Berkebile's absence.

At "MP," Mineral Point, we find the veteran telegrapher W. H. Pickerill days, and Mr. Schryock nights.

At "SO," South Fork, A. O. Seaman first trick, E. Cullen second and R. C. Gochmour at third.

"SN," Summer Hill, we find L. Seaman first, McCloskey second and Weyandt third.

At "W," Wilmore, H. Plottner first, J. Pettigrew second and J. Lynch third.

At "NY," Portage, we have Oprs. Berder, Noel and Cullen on the first, second and third tricks.

At "LY," Lilly, the Veigle brothers and J. N. George on first, second and third tricks.

At "MO," Cresson, Ryan first, Meehan second, and Rigney third. We understand Opr. Rigney is going to work in train master's office in Altoona soon.

"UN" tower, Train Directors Kill, Paul and Riley in charge on first, second and third tricks.

"AR" tower in Gallitzin, Dawson, Ehrenfeld and Miller in charge, on first, second and third tricks.

At "SF," east end of the tunnel, Opr. Lear second, lately employed at "GZ," E. L. Long working third.

At Allegrippus, "AG" tower, G. D. Dinges works first, O. Seaman second, and C. V. Pickerill third.

At Kittanning Point, we find the Misses Miller day and night.

McGarvey Station, J. H. McGrail first trick, C. M. Rhoades second, and Mr. Moran third.

At Trainmaster Steel's office in Altoona, Oprs. Harvey, Smith, Dennis and the Misses Oliver. At present they are short until Rigney takes charge.

What is the reason the operators of the Pittsburg Division do not have a picnic this season? This is a splendid way for the brothers and sisters to become better acquainted, and several good locations could be secured which would be convenient to all.

Mr. C. M. Sheaffer, who has been the Division operator of the Pittsburg Division of the P. R. R. for the past seventeen years, has been promoted to the office of superintendent of telegraph to succeed Arthur Hale. Mr. Sheaffer's headquarters are at Philadelphia. In Mr. Sheaffer the operators have had a good friend and one who has been

continually working for their interests--in shorter hours of service and also better wages.

Mr. A. Keiser, a former train dispatcher, has been promoted to the office of Division operator to succeed Mr. Sheaffer. Mr. Keiser has been well thought of in his years of service for the P. R. R., and we think the operators are fortunate in getting him for their chief.

Yours in S. O. & D.,

CERT. 19.

Scranton, Pa., Div. No. 87.

If you will allow me to take up some of your valuable space I will give our brothers throughout the country the first letter from Scranton Division No. 87.

Our last regular meeting was held at Raub's Hall on Wyoming avenue, last evening and contrary to all expectations, we had a very good representation from both D. & H. and O. & W., which is a very good indication that your Eastern brethren are awakening to the fact that operators must get to work and do something for themselves.

Owing to the inability of our worthy Chief Telegrapher to be present in time to call the boys to order, Bro. T. M. Pierson, Second Vice-President, called the meeting to order and officiated until the arrival of Bro. O'Malley.

The regular routine of business was conducted. Roll call of officers showed Past Chief and Outside Sentinel absent, no doubt, both of whom can give good excuses for being absent. Still all officers should impress indelibly on their memories that it is very essential to the good and welfare of our cause for them to be present at every meeting, as it is a well-known fact that when officers show the proper interest all members do the same.

As reported last evening our rolls have 121 members in good standing now and still there are more to follow.

Bro. Ed Reardon was initiated last evening, and in order to have us all thoroughly understand the obligation it was administered by Bro. T. M. Pierson to all present.

Mr. Raub, the owner of the hall in which we met, was present before the meeting and informed us that in renting the back hall for the third Monday of each month there was an error made, and inasmuch as the fault was his we could meet in the front hall and that we could have it for \$2 per night. It was decided that we accept the offer until such a time as we could make other and better arrangements. The question of Secretary and Treasurer's salary was taken up, but nothing of a definite nature decided upon.

Before going further I would state that the boys seem to all be interested in every question that comes up for discussion, thereby showing that they are anxious for the future success of the Order.

It was unanimously decided that we would give a ball in Scranton in October, and the following were appointed by the Chairman to make arrangements: Kilker, Pace, Parry, Gilleran and Taylor.

Through the kindness of Bro. Evans, of Olyphant, the cigars were then passed and we all enjoyed a smoke.

A Division correspondent from the D. & H. was appointed with an able assistant from the O. & W., so boys, we expect to keep our weather eye open and give you all the news the best way we know, and would ask in return that we will not be criticized too severely in the beginning, as we are doing our best.

Before the meeting adjourned Bro. Pierson delivered a short address in which he gave us some very valuable information. He also gave us a brief history of the O. R. T. from its origination up to the present time. Everybody present seemed of the same opinion in regards to Bro. Pierson, and that was that the Delaware, Lackawanna & Western boys had an able man to guide them in their struggle for right. We, therefore, extend to them our hearty congratulations and best wishes for success. Immediately after Bro. Pierson's address the meeting adjourned to meet in Watts' Hall, Carbondale, July 1.

At our Carbondale meeting we expect to have seven or eight more members, and the indications are that we will be favored with a sister from the O. & W.

The following is our line-up as they stand now on the D. & H.:

Carbondale, "J" office, Bros. O'Malley and Grinnell.

"FS" office, Bro. Fred Moon.

"FH" office, Mr. Pinckney days, Solomon nights.

"CY" office, Bro. Moon nights, Mr. Smith days.

"CA" office, Messrs. Corbin and James.

"ND" office, Messrs. Tucker, Briggs, Nye, Parry, Morgan, dispatchers; Corbin and Rounds, copyists.

"OU" office, Bros. Reardon and Nolan.

Mayfield, Bro. Kilker.

Jermyn, Mr. Cook.

Archbald, Bro. Davenport.

Peckville, Bros. Broad agent, and Bro. Hoffecker.

Olyphant, Bro. Evans.

Dickson, Mr. Sampson.

Providence, Mr. Loftus.

Green Ridge, Bro. Pace.

Bridge Street, Scranton, Mr. Gallagher.

Carbon Street, Scranton, Bros. Corcoran and McMasters.

Laexa Avenue, Scranton, Bro. Parry.

Steel Works, Scranton, Bro. Booth.

Minoona, Mr. Petersen.

Minoona Junction, Mr. Dubler and Mr. Nye.

Moosic, Mr. Metz and Mr. Anthony.

Avoca, Mr. Lower.

Pittston, Bro. Williams and Bro. Cipperly.

Yatesville, Bro. Rosener.

Laffin, Bro. D. E. Twist.

Hudson, Bros. McPherson and H. S. Twist days, and Mr. Moore nights.

Miner's Mills, Bro. Moet.

Parsons, Bro. Chase.

Wilkesbarre, Mr. Kissler days, Bro. Ayres nights.

The Committee on Ball met in Scranton Sunday, July 7th, and decided on October 29 as the best date to run a social. The Knights of Columbia

Hall, on Washington avenue, was selected as the best place in which to run it. So every member of our Division can be on the lookout for their share of tickets which will be about five each, and we earnestly hope you will all do what you can to sell them.

Some Strange Happenings

Bro. Parry fast asleep at our last meeting, and Bro. Taylor making good progress in the same direction, when Bro. Moet said something that brought them both to their senses without delay. It's pretty warm, "VN," but there is lots of ice water in the hall.

Bro. Gavigan get to a meeting.

Bro. O'Malley put to work in the dispatcher's office, afternoon trick. If there ever was anything gained on merits this is one of the things, as Mike certainly deserves this promotion.

Some of the remarks passed by the brothers just before the meeting:

Moon—Why don't you get married, Paddy?

Evans—Don't you do it.

O'Malley—It certainly would be a blessing for us.

Parry—What is a fellow going to do who has twelve girls on his staff.

Taylor—Every fellow is not so fortunate as you.

Moet—They would be if they had as much money.

Gavigan—Married life, in my estimation, is a desirable one, and as soon as I find the right girl I am going to drive double.

Fitzpatrick—The most desirable girls are to be found in Jermyn—on Second street generally.

Pace—For heaven's sake, shut up!

And they did.

N. Y. D. & U. Ry.—

At the last regular meeting of Division No 87, O. R. T., held at Scranton, July 15th, we had the pleasure of having Bro. Brandon with us. After the usual routine of "biz" Bro. Brandon treated us to an account of his travels during his absence of late from Scranton. He reported having our pike organized 93 per cent strong. Hurrah for Brandon! His hardest work in getting the boys together he found on the main line, where he struck a knot that took some hard work and great scheming to untangle. But Bro. B. was equal to the occasion and he has everything all straightened out and in fine shape.

That the boys on the D. & H. Ry. may have a chance to know where some of the brothers are located we will take a run over the Scranton Division at this writing.

At Cadonia we find "XO." Sorry to say I do not know his name yet. Also Mr. Reed, night operator. Mr. C. B. May, "YM," is also a brass pounder.

At Hancock is Mr. W. S. May, agent and operator.

At Starlight is Mr. F. A. Lewis, agent and operator.

At Preston Park is Mr. J. P. Brundage, agent and operator.

At Winwood is Mr. E. F. McLean, agent and operator.

At Poyntelle is Mr. F. H. Seeley, agent and operator.

At Orson is Mr. H. C. Palmer, agent and operator.

At Pleasant Mount is Mr. F. M. Howe, agent and operator.

At Uniondale is Mr. L. B. McKewn, agent only. This station has no telegraph instruments.

At Forest City is Mr. S. W. Capwell, agent and operator. Bro. Capwell should have a day operator. Opening at this office merits one.

At Northwest Junction is E. F. McCarthy, operator only. This is a small telegraph station. Call on Bro. Mc for a description of the country there.

At Carbondale yard is Mr. H. J. DeGraw, agent and operator. Bro. DeGraw was formerly with the Del. & Hud. Co.

At Carbondale is Miss B. Flaherty, operator and ticket agent. Freight station separate. However, Agent N. L. Reichard is also a first-class operator.

At Mayfield yard we find the center of this Division. In the dispatcher's office W. S. Badger is chief dispatcher, followed by J. E. Brown second trick, and Mr. Farley third trick. Mr. R. E. Wheeler, formerly agent and operator at Jermyn, is now acting as copyist in this office. "BU" is doing well, too.

In the yard office here we find Mr. L. F. Bassell day trick, and Mr. J. N. Farley night trick.

At Mayfield is Mr. W. J. McChrone, agent and operator.

At Jermyn is Mr. W. A. Sherwood, agent and operator, who has the pleasure of the services of an assistant. Mr. Sherwood was lately transferred from Starlight.

At Archbald is Mr. I. E. Nealon, agent and operator.

At Winton is Mr. G. F. Taylor, agent and operator.

At Peckville is Mr. G. B. Reed, agent and operator.

At Olyphant is Mr. W. Hotchkin, agent and operator, with room for an assistant.

Let us step back to Winton a minute and get acquainted with Mr. H. D. Pfoor, night operator at Winton. Herman is new in the "biz" but he's getting in shape fast and was among the first to get in the Order.

Now we'll proceed to Priceburg, where we find Bro. F. H. Gilleran, our Second Vice Telegrapher, agent and operator. Also Mr. Loftus, night operator.

At Throop is Mr. J. P. McAvoy, agent and operator. Mr. McAvoy has an assistant who is known by "J" on the wire.

At Providence is A. H. Vandermark, agent and operator, with an assistant. Mr. Loftus, at Priceburg, was formerly Mr. V.'s assistant.

At Park Place is R. C. Sly, operator only. Agent is not an operator or at least never uses the wire.

At Scranton the operators, I think, are all connected with the Jersey Central.

This completes the trip over the Scranton Division.

Bros. Reed and Gilleran are enjoying a little vacation at present. Mr. McChrone, of Mayfield, is officiating in Bro. Reed's place. Bro. Loftys has Bro. Gilleran's place, with "J." from Throop, in his place.

Nearly all the operators given on the Division are in the O. R. T. fold. There are a very few out and we must get after them, the sooner the better. Now that we are 93 per cent strong, let us get down to "biz" and if possible, make it 100 per cent strong; then look out.

With my thanks to Bro. Brandon, I draw to a close for this time.

CERT. 6.

Several of the brothers promised to write an item for THE TELEGRAPHER. To my knowledge I have failed to see an item yet. Come, boys, let the outside world know the O. & W. is now red-hot O. R. T.

I am delighted to say 95 per cent read THE TELEGRAPHER and carry an up-to-date card, whereby three months ago only three or four members did I find, but as we traveled on the milk what did we see?

"Morse," a descendant of the Morse system, a Mary, that is in love with a baseball game.

Then you jump off at the Square, where the brothers get one side of their face shaved one day, and call the next day to finish up. No fault of the brothers that they are compelled to go through such an ordeal. The barber is too slow to catch a cold.

I had the pleasure of dining with a Royal Good Ingersoll.

As we move along toward the Bay, there is a brother who is wasting valuable time railroading, for if I could sing and play on a piano like him Sir Henry Irving would have me.

Then we drop off at Sylvan Beach, make an initiation, take a bath, and have frogs' legs for supper. Henry, you missed that treat. They were good, eh, Fred?

Oneida is a very pretty city. We attended church several times, didn't we, John? Ask "NC."

At Morrisville is where you are royally treated. Buses meet all trains, but if you miss 'em Henry has a spare bed, and an extra place at the table.

At Smyrna likewise. In fact, words cannot express my appreciation of the hospitality extended all along the line. Besides, a better class of railroad men cannot be found on any other road. Men that strictly attend to business and all have a kindly word for their superior officers.

Now, boys, my time is limited, but before cutting out allow me to say do not forget the date of meetings; and those that cannot conveniently attend, Bros. Pace and O'Malley will be glad to

have special meetings at the most convenient place on the main line any time.

Dan, don't forget to notify the boys of the big O. R. T. ball by Division 87. All of the boys and girls dance in York State. Also does Bros. Dolphin and Perham and a few of the organizers sling the fantastic toe. With best wishes. JAB.

Boston & Maine System, Div. No. 59.

Judging that a few words at this time from us would prove interesting I decided to pull myself together and endeavor to write a few lines. I will for the present confine myself more particularly to the recent meeting of the Division which was held in Boston on the 23d ult. This being the first meeting of our Division for more than a year it proved an exceedingly interesting as well as largely attended one.

Still, nevertheless, it was composed largely of those who lived at a good distance and this gave rise to considerable surprise at the absence of so many of the fraternity who were located so near the Hub, more especially those who within the past year or so have received considerable pecuniary benefit through their affiliation with the Order.

Had they realized the rare treat which was in store for them and which they missed through their absence, I am sure that no effort on their part would have been considered too great to join our party and participate in the attending festivities. Trusting that you may profit by this in the future we shall eagerly look forward to your presence at our next session.

The meeting was one of great enthusiasm, nearly every phase of the work of the Order since its first inception on the B. & M. R. R. being gone over and traced minutely from its every source. Considerable valuable information was elicited on many of the essential questions relating to both our past and present history.

The standing claim of our deceased Bro. Sanders was thoroughly discussed, and it was voted that we ask the Grand Division to settle same, or if in event of their refusal to comply to suggest some feasible plan whereby the same could be done.

The compulsory feature of the Mutual Benefit Department was discussed at considerable length and it was the general expression of opinion that its operation worked detrimentally to the Order in the East.

It was voted that Bros. Miller and Belding be appointed a joint committee to contribute one or more articles to THE TELEGRAPHER, setting forth the views of this Division on the matter.

The Secretary and Treasurer reported Division 59 in a remarkably flourishing condition, all things considered, and gave it as his opinion that before long we could boast of large additions to our ranks, as numerous applications for membership were being received daily.

Bros. Bode and Miller gave interesting reports of the proceedings at the Grand Division session,

which were listened to with marked attention. The stand taken by our delegates was strongly indorsed.

It was voted that we send out a circular letter to all members in good standing, setting forth briefly the condition of Division 59, and urging firmness and loyalty on the part of our membership.

Many other matters of business were transacted which it would not be good policy to mention at this time. Although the climatic conditions were not conducive to comfort, still nevertheless the enthusiasm could not be stayed, but our genial Chairman, Bro. Bode, proved equal to the occasion and presided in a most able manner.

Div. Cor.

The members of Boston & Maine System, Division 59, were treated to a genuine and agreeable surprise Monday, July 8th, when President Dolphin appeared in Chelsea, Mass. What members could be had upon that notice were called together and the nucleus of a new local division was formulated. Thus all roads centering in the vicinity of Boston can become better acquainted with the future welfare of the Organization, thus giving the Boston Elevated operators a chance to line up into a strong division and become "one" of us. This is a much needed step in the right direction and will be a powerful factor in keeping up the standard rate of salary on that road.

Bros. Bode and Miller presented to President Dolphin the most important grievance this Division had against the Grand Division, which was promptly acceded to by President Dolphin. Many thanks to President Dolphin for his promptness in rectifying all matters of this description.

After a red-hot meeting of a couple of hours the meeting closed and everybody and everything was as "happy as a marriage bell."

At the close of the meeting the several members were introduced to Mr. O'Sullivan, the labor editor of the *Boston Globe*. A few words of greeting were exchanged, whereupon we departed for our several destinations.

Div. Cor.

Rio Grande Junction Railway Co.

Having watched in vain to see something in *THE TELEGRAPHER* from the junction line I will take it upon myself to send in a few items, inadequate as I am to the task.

At New Castle, a full set of O. R. T. dispatchers. Bro. K. G. Morley chief dispatcher and first trick man, Bro. H. K. Morley second trick, Bro. H. M. Sykes third trick. Day operator C. A. Douglas, night man Bro. Chalmers.

Silt, Bro. F. L. Olmstead day man, Bro. J. E. Hunsberger night man. Bro. Hunsberger has been relieving the agent at De Beque a few days, Bro. "HU" being relieved by F. E. Hillhouse.

Rifle, Bro. H. S. Votaw agent, J. Q. Logan day operator, R. H. Rice night man, R. E. Vicery

cashier. Bro. "VO," can't you get your force into the fold? No doubt they accept the raise that was granted us through the efforts of our committee.

Morris, Bro. J. Penfield day man, Bro. C. M. Jennings night man.

Parachute, Bro. H. S. Robinett agent, recently day operator at New Castle. Bro. S. S. Shaw, night man, also deals in Southern Pit Games.

Una, Bro. C. H. Dailey and wife.

De Beque, O. Greenough agent, Bro. L. B. Moyer night man.

Tunnel, Bro. W. H. Davis day man, Bro. J. W. Merrill night man.

Palisade, Bro. Scroggins agent, Mr. Mulvaney night man.

Grand Junction, D. & R. G. men. "13" they are all O. R. T. CERT. 2778.

Harrisburg, Pa., Div. No. 3.

Harrisburg Division No. 3 is still alive, as indicated by the attendance at the last meeting, when a goodly number of brothers from out along the road were present and took part in the exercises. Our worthy President, Bro. E. L. Zimmerman, having come in contact with an electric fan and injuring his finger, was unable to be present, the chair being filled very acceptably by Bro. S. C. Gunter. The regular routine business disposed of, the time was spent in social intercourse, amidst volumes of smoke from a box of "Habana Cubas," the remains of a recent smoker, produced by Bro. Miller. Of course, at a time like this all the boys smoke or can stand an immense cloud, the result being a good time and interchange of views upon vital questions.

One item of interest to all members is that during the past month five new members have been admitted and a like number will be presented at the next meeting, so it is up to you to take an interest in the proceedings and be present, if not at every meeting make an honest effort to be there once in a while.

Officers to be elected at the next meeting were placed in nomination and will be elected by the time this appears. The result will be published in our next.

After spending some time in the employ of the Lehigh Valley Railroad at Sayre, Pa., Opr. F. W. Mickey has "returned to the old love again," and is now doing extra stunts over the Middle Division, P. R. R.

The "lightning slingers" and "hello girls" of the old Keystone State will hereafter be compelled to keep a close mouth regarding matters not intended for public perusal, as the late Legislature deemed it wise and proper to pass a bill making it a misdemeanor for any employee of telegraph or telephone company to divulge the contents of any message or conversation they happen to handle or hear, the same having been signed by the Governor. Fortunately, very few railroad telegraphers need such restraining influence to be brought to bear upon them, they, in a general sense, being conservative in conversation.

P. W. & B. R. R. Notes—

Bro. D. B. Gates and family spent a week in Philadelphia this month on account of having his eyes treated, and now he can see all right again (through glasses).

Bro. D. G. Corbin has gone to work on the P. & L. E. R. R. at Parke, Pa. Glad to see the brother at work again.

Mr. H. M. Kinsel, of "CH," Ardenheim, has been transferred to "GC," Huntingdon, days. Bro. C. B. Meloy, from "PM," west end Huntingdon yard, to "GC," Huntingdon, nights, and Bro. W. W. Allison, from "WG," Warrior Ridge, to "PM," west end Huntingdon yard, nights.

Bros. S. C. Gunter and C. W. Stahl, of Lewistown, are hustling the boys around, and getting them lined up. It is time that the boys see that our brothers are doing all they can for bettering the condition of the boys on this pike and get in shape, and remain loyal to the cause and assist those who are spending their spare time all to the cause. The Organization has done so much for them already, why is it that the boys can not see it for themselves? Is it because they do not want to open their eyes. Come, boys, show the kind of metal you are composed of.

Bro. J. R. Underwood, of "VF," Vineyard, has been having a siege of typhoid fever in his family the past month, his son Jay, and his wife's sister, Miss Allen, having been afflicted with the disease, but are convalescent at this time, which we are pleased to note.

Bro. H. M. Fultz, ticket agent at Huntingdon, has been compelled to lay off again, on account of bad health. He is contemplating a trip West at this time. Hope he will be able to gain health soon again.

Bro. W. A. Cozzens has been able to resume his visits to Mt. Union, on account of having been working days for a couple of weeks this month, and "XN" is not slow to take advantage of it, and improve his time and conquests. We hope to have a smoke on the "tie up" in the near future. How is it, William?

HOWARD.

Grand Trunk Railway.

In this communication to you, I am pleased to say that it is very gratifying the way the members of your Division are paying up the current six months' dues. Some have paid up to June 3, 1902, and this is surely good evidence that the old reliable members of your Division can see something better in store for you in the near future. For the fact that the 1st of July, the date of the current six months' dues falling due, and being about the middle of two pay days, when everybody is supposed to be a little on the shy side, there were fifty-two members sent in their dues from the first to the ninth of the month.

After reading this article over I would like if every member of Division No. 1 who has not already paid the current six months' dues, to do so without delay. You know to run any kind

of a business successfully means that it requires a certain amount of capital to do so. System Division No. 1 is a sort of a stock company, and you who are members are the shareholders, and it's no more than natural that you should want the concern to pay a dividend once in a while; also, you desire every cent that you put in the concern to be spent in as economical a way as possible, and that is just what your officers of the Division are doing.

The concern has paid dividend No. 1, which is your present schedule. No. 2 will follow shortly, and we hope that it will be satisfactory to all the shareholders, but if the gain does not just come up to the mark that you think it should, don't get angry and fail to pay up your dues, but stick to it, and perhaps it will come a little better for you the next time.

In looking over the records of this office I am sorry to say that in the past three years quite a number have joined the Order, paid the initiation fee and six months' dues, then dropped out, and then in again. Now any person with a grain of common sense knows that that kind of work will kill anything.

The principle of this concern is right, and when you join it go in for keeps, and stay with it through thick and thin, and you will win every time. Don't be chicken hearted, and dodge in and out every once in a while like some do.

Every man and woman who expects to have to work for a living, when starting out in life usually learn some kind of a trade, and no matter what kind of a trade a man or woman learns, and expect to follow it through life, they should, for it's their reasonable duty, do everything they possibly can to elevate that profession, and make it the best they can.

The Order of Railroad Telegraphers is in existence for that very purpose, and if you do not join the Order, I cannot see how you expect the profession that you are following to be looked up to. There are a few who do not like to join on account of it being compulsory to take out an insurance, and offer as an excuse that they are carrying enough insurance, which I presume is in one or two of the several fraternal societies that exist in the country to-day. Please remember I am not opposed to any of the other fraternal societies, for I think they have proved to be the best friend that many a poor woman and orphan has had.

Take any one of you and suppose you are a member of either the Odd Fellows, Woodmen of the World or Foresters. I ask you do you make your living out of any of them, or suppose you fail to put a piece of important baggage on the train, and you get in trouble over it, will either of the above societies take your grievance up and settle it for you? I am sure they will not, nor do they elevate your position as a telegrapher. If you will just take ten minutes and think over the different professions other than your own, you will see prosperity following them from the four corners of the earth, and why? Simply because they unite and stand together.

I would advise you to do this. Join the Order of your profession and when you are notified about your dues and assessments being due, pay them at once, and do your best to further the interests of the Order of the profession in which you are engaged in.

Do not expect your General Committee to take all the interest in the Division that is required in order to keep the thing alive. You must support them, and a very good way to do it is by being prompt in paying your dues and assessments. Do not make it necessary for your Secretary to have to communicate with you through the mail in order to get it, for all that extra work costs the Division a nice little sum, and I am sure if you take any interest in the Division you will not want your money spent in that way.

When once in, stay there; do not dodge in and out so often like a good many have done in the past, and you will thereby in doing so elevate your profession. Your committee will have a better chance to negotiate with the officials of the company in your behalf, and you will then be better financially fixed to take out insurance in other fraternal societies, if you desire.

Let any one of you sow a bed of onion seed in the spring, and never water, pull the weeds or hoe it all summer, what would your onions amount to in the fall? Your gain would be nothing, and just so with your Division if you do not put a stop to this kind of support, first in, then out, then you do not know where you stand kind of a way, you will burst any kind of an organization.

Why not do all you can for your Division? Nourish it with prompt payment of all that you owe it and then you will succeed.

I might say that never before in Canada has the Order had the bright prospects before it that it now has. Previous to about three months ago we never had any person in the way of an official connected with the Order in Canada to look after our interests, but we now have a Third Vice-President. Bro. D. Campbell is the Third Vice, and for those who do not just understand what his duties are, I will just mention it here.

He has full charge of the Order in Canada. It is his intention to push the work to thoroughly organize and to schedule every road in Canada, and then when he has that completed, he will see that all roads are kept so, etc.

At present he is engaged in reorganizing the G. T. R., and expects to have that road solid in course of a couple or three months, and then he expects everybody to do their duty and assist in keeping it so.

From Toronto to Lucan Crossing and all north, he has been over and reports that almost solid to a man.

The weather was quite hot when he was over the above district, but I understand Bro. Goulding done everything possible to make things shady. You know he deals in umbrellas.

Now, Bro. Campbell is one of the greatest hustlers there is in the country, and if he can

not make any non-member see the errors of his ways in a very short time it would be more on account of the "non's" fit condition for a lunatic asylum than a telegraph office. Seventeen new members initiated in the month of June. I will venture to say that in three or four months' time, we will have the banner Division in North America.

Do your utmost to render the company the best possible service, and assist in every way possible to hurry traffic over the road, but don't forget the block, and by doing this the officials of the company cannot help but admire the teachings of your Order, also treat you decently, which is their reasonable duty. With best wishes, I am,

Yours fraternally,

D. L. SHAW,

A. G. S. & T.

Northern Division—

Are your dues paid for the current half year? Are they paid for last year? Have you paid premiums and assessments due to other insurance and fraternal institutions? Of course, you have. Why not be as particular in keeping square with the O. R. T.? Insurance and fraternal societies provide for you and yours in case of sickness or death. The O. R. T. does this and also helps you while in health and strength. Its aims are to shorten your hours, increase your pay, and raise you to a higher level in the business world and society. In how many homes of those who are now sadly lacking in their duty to our Order have these conditions been brought about solely through the efforts of those who bear the burdens of the O. R. T. on this Division?

Most of you careless ones are men at heart. You would scorn to take something for nothing from any other source. Be fair with us who are bearing your burdens. Your brother-workers, making the same wages as yourselves constitute the O. R. T. on this railway. Do not ask us to take from our small salaries the amounts necessary to pay the expenses incurred in fighting your battles. Face the issue squarely. Do you want to go back five years, or shall we improve on what we now have? You are not blind. Look back, then ahead. Decide.

I am sorry to say Bro. Adams, agent at Woodville, who has been ill for some months, has not yet sufficiently recovered to commence work. Bro. Adams is an Order man of the first class and has the sincere sympathy of all. He is relieved by Bro. Campbell, formerly of Uthoff.

Mr. Goodrich, agent Uxbridge, is holidaying, relieved by Bro. Smith, of Barrie.

Bro. Nicholson, of Lindsay, is on a summer trip. Bro. Bowles is in his place.

Bro. Hall, for many years agent at Burks Falls, has resigned to accept a responsible position with a large lumber concern. May he in due time prove to be a second J. R. Booth. Bro. Harper, formerly at Kinmount, is at Burks Falls.

Work has commenced on the St. James Bay Railway at North Bay.

The spur line from Burks Falls to Maganctawan River will be built during the coming fall.

The tourist traffic to the Muskoka Lakes promises to eclipse all previous records. A very elegant and convenient train service has been arranged for this business.

Bro. Sherman, formerly agent at Crookstone, has quit and is now with the C. P. Ry. at Greenwood, B. C.

Bro. Madill, of Creedmore, is off duty owing to illness. Relieved by Bro. L. Coulter.

A double track is being laid between Belton and Belton Junction. When completed this will enable the company to dispense with the telegrapher at Belton Junction. CERT. 44.

Thirteenth and Fourteenth Districts—

The boys on the Thirteenth and Fourteenth Districts of G. T. R. System, Division No. 1, have been sleeping and dreaming of great things to do by and by, and they are now beginning to think that the "by and by" is drawing very close. 'Tis said and accepted that the mind works in sleep, and so it is with us, though we have been apparently sleeping, yet the mind was working and that towards one great end, viz., to hold what we have and to secure more, for our schedule is yet very far from what we consider a satisfactory one. There are many wrongs to be righted, and this can only be done by united effort, a dogged perseverance and a clinging to Kipling's motto, "Pay, Pay, Pay."

I think with a few changes the "Absent-minded Beggar" might be very nicely and fitly appropriated to an O. R. T. or any other membership, when their committee are up at headquarters fighting their battles.

We understand that Bro. Campbell is on the warpath and doing good work. We would like to see him over the Thirteenth and Fourteenth Districts. He would be able to tell us "what is what."

The C. R. R. trackmen are giving us a fair sample of perseverance. They are worthy every encouragement and praise for the good fight they are putting up against the giant corporation. May their efforts be crowned with the success which is their due.

Mr. J. P. Morgan and his gigantic steel trust is experiencing, too, that men can and will unite as well as corporations, and that even the mighty "trusts" do not fill the rank and file with the awe and the fear which might be expected. Workingmen have a weapon which can be used for their good and good of loved ones, and that weapon is organization. Remember, shoulder to shoulder, steady and true.

We desire to congratulate Bro. Robert Thom, of Collingwood Wharf, on his marriage to Miss Wright, one of Barrie's most estimable young ladies, on Wednesday, July 24th. Bob has been one of our active workers for a long time now and we look for his continued willing hand to help us. As a railway clerk and operator he has few peers. Many will remember him as "RT," of "AD," fame. *Bon voyage, Bob.*

It is a long time since the boys on these districts have had a meeting, and it is my humble opinion that we should have one in the near future to be continued monthly until cold weather again sets in. Nothing arouses so much interest in the Order as a lot of the members congregating at some convenient place to talk over matters pertaining to the Order's welfare.

We still have two or three non-members scattered over the district, and it is to be hoped that Bro. Campbell will be able to convince them of the error of their ways and that they will be gathered into the fold, thus making the line solid from Burlington Junction to Collingwood.

I will endeavor to let the outside world know who we have working on this part of the line.

Starting at Collingwood we find Bro. R. Thom at the wharf, Bro. Smith as freight clerk, and Bro. Murray as operator and ticket clerk.

At Glen Huron and Nottawa Bro. Tommy Patten signs his name to reports for both stations.

At Duntroon Agent Russell, with his daughter as operator. We would like to call them brother and sister.

Journeying south we find Bro. Madill at Creemore. Bro. Madill gets the name of being one of the largest agents on the system, he standing over six feet tall and weighing nearly 300 pounds. Notwithstanding his size he is as active as a featherweight.

At Glencairn and Nottawa Bro. Orr holds sway and at Lisle Bro. Peters is sole proprietor.

Next in line we have Bro. Stacey, at Alliston, who is beginning to think it nearly time the Grand Trunk was building him a new station.

Agent Tobin at Everett.

At Thornton Bro. McLean is quite happy in his new station, and at Cookstown we have Bro. McMillan.

Next comes Bro. Chapin as agent at Beeton, with Bro. Christie as operator.

At Tottenham, Agent Galbraith, who has not yet seen his way clear to cast his lot with us.

At Payram, Bro. Davidson.

At Caliday East, Bro. Coulter puts in time breaking world's records on his Cory bicycle.

At Cardwell Junction we find Bro. Hill as joint agent for G. T. R. and C. R. R., and Bro. Fair (the fairest man in all the land) with the assistance of Bro. Cosper as night operator, performing the same occupation at Inglewood Junction.

At Cheltenham Bro. W. J. Coulter is boss of that colony; also at Terra Cotta.

Journeying on to Milton we find another lonely non-member in the person of Agent Roach.

Bro. Madill, of Creemore, is on the sick list, being relieved by Opr. Coulter.

CERT. 226.

Missouri Pacific—Iron Mountain.

Valley Division—

I have seen nothing from this Division for quite awhile and it seems we are about dead the way things look, but we are going to do better now, so you boys that are not members better look out. We are doing good business and the

company is making lots of improvements, putting in long passing tracks, expecting good business this fall.

Our boys are kept hustling between Pine Bluff and Little Rock on account of so many work trains and the steam shovel cutting down Sample's bill.

It is almost impossible to get off on account of no extra men. As the old saying, "they are scarce as hen's teeth," and it is not very encouraging to say that a large majority of these men fail to carry the proper colors. It kind of shows up bad for us old heads, too. Now let's watch out and just as soon as a new man comes on the Division find out how he stands, and if not right keep after him until he falls in line. We have quite a number of good promises and I am satisfied when the band wagon comes again we will send in several new applications. Come on, boys, and let's be together. Do not hold back and say I am not able. You will never miss it and besides derive great benefit from the Order.

We will now take a run up the line and see what the boys are doing.

At Pallock we find W. C. White, day and J. W. Butler nights. Hurry up, boys, with application.

At Antonia, P. F. Milan, who is looking for his card.

Linacum, Bro. J. W. Young handles the "biz" properly.

Georgetown, N. K. Williams. "NS," what's the matter with that application? Has it got lost in the mails?

Tullas, Bro. W. B. Lemerick agent, Bro. E. Marshall nights.

Olla, G. W. Close.

Columbia, Bro. W. K. Bush agent, who is always busy, but finds plenty time to keep his dues up.

Riverton, C. L. Dearman agent and operator, and a Mr. Stone night man. A new man, boys, see how he is fixed. H. P. Lawson resigned night job at Riverton.

Baso, Bro. F. G. Leighty agent, who is off on leave of absence and is relieved by Mr. E. A. Wemder, a new man on the road.

Monroe we find the old reliable M. C. Judd, who sells tickets and "OS" days, and K. W. Jones nights. Says he will be one soon. Bro. Judd says he is bound for Buffalo soon. "D," hope you will have a hog killing time. Think of the boys you left behind.

Swartz, M. J. Brimberry, up to date.

Collinston, E. Noyes days and P. B. Windsor day operator and clerk. Would like to see the application in soon, boys.

MerRange, Bro. Boston is kept busy during the day and Mr. Sandel does the night. We have two sets of dispatchers at MerRange and they are all fine men and treat the boys right.

Galion, C. S. Girod; application in. Good for you, old boy.

Bonita, Mr. Morris. Is all right, but don't carry the right colors.

Wilmot, W. A. Braine days, and Mr. Belle at night. They can give you the high ball, too.

Parkdale, Bro. Shean works the red board.

Portland, L. E. Gredell holds the fort and will give you proper grip before many moons. Bro. Gredell is off on vacation, being relieved by Mr. Campbell.

Montrose, Clarence Bloom.

Blissville, Mr. Cook. This is a new town and will soon be nice little city.

Dermitt, Mr. Cecel days and Mr. Warrel nights. Boys, send in your application.

Warren, Bro. O. W. Wheeliss. Say, "OW," time you was going to Buffalo.

Wilmar, Bro. E. Nowlen.

Monticello, Bro. O. J. Lindsey, the busiest man on earth.

Arkansas City, Bro. J. F. Lindsey keeps things straight.

McGihee, Bro. G. C. Greedel days and Bro. Hunt nights.

D. A. Brown is off on leave of absence for sixty days and will take in the Exposition before returning.

Dumas, Mr. Downing.

Varner, Mr. Schaub days, and a new night man. Have not learned his name.

Pine Bluff, J. Perry days, and W. S. Avery nights, who always carry proper credentials.

Samples, B. McAhrens is kept busy looking after work trains. Say, "MC," that application surely has got lost. Please trace it.

Jeff Springs, Bro. G. P. Botts has the softest snap on the road.

Redfield, Bro. A. J. Reynolds days and R. E. Riggins nights. I have looked for that application some time now. Where is it?

Farrells, Mr. Ferguson.

Higgins, we find J. A. Walls days, and O. J. Dewoody nights. Boys, you should read THE TELEGRAPHER and see when your card expires.

Argenta, H. F. LeGrande days, and Ed Conklin nights, who promise to be in line soon.

Little Rock, "CF" office, all the boys are up to date and never was a better set of boys to work with.

Div. Cor.

Western Division—

Bro. Wilson, night man at Weeping Water, Neb., has been raised to agent at Gorton, Neb., and there is a lot of sick-looking girls in Weeping Water. H. C. Pangeram is doing the "owl act" at Weeping Water, and Dan O'Mara is nights at Plattsmouth, Neb. We don't know where he is from, but he says he is Dutch (from Cork).

J. E. Banning has been helping Klepser out at Weeping Water, Neb., while Bro. Martin has been taking in the sights at his old home in Wisconsin.

We understand Bro. "F," of "VO," was "canned" because he didn't sweep out. "F" has been at "VO" about ten years and we hate to lose him, but as the old saying goes, the best of friends must part. So here is our best, "F," and may success be with you wherever you go.

Bro. Hoyt, agent at Talmage, Neb., has been off for about thirty days and is taking in the sights at Buffalo, N. Y. Bro. Price is wearing the "brass buttons" at Talmage.

R. C. Fry is off for a few days and Bro. Barrett is doing the work days, while Bro. "A" does it nights at Auburn, Neb.

Bro. Sprague, of Omaha, has resigned his position as relay man in the dispatcher's office, and is signing "BN" to messages in J. O. Phillipi's office. Bro. "TY" has taken a desk in J. O. P.'s office. Bro. Reveal is holding down the day job at "MT," while Roy Atwell is doing it nights at Nebraska City.

How do you like the bugs, boys?

T. G. Hyner's "Frauine" has left him for a few days outing in Denver, Colo., and other summer resorts. Tom has been keeping things lively since she has been gone, but says now that married life is the only one to live.

We understand Bro. Fry, of Auburn, was getting him a housekeeper while he was off, but have heard none of the particulars yet, but hope he will pass around the cigars if it is so.

CERT. 728.

Central Division—

A. T. Ragon holds the reins at Lenapah.

W. O. Hopkins hangs out the proper colors at Nowata, relieving Agent G. O. Bristow, who is laying off.

Wm. Clark, day operator at Wagoner, was off a few days on account of sickness. Don't know who relieved him. Clark relieved your humble servant at Ozark a few days while I was at Birmingham, Ala., seeing my brother, who is very sick. We put the fixings to him in great shape.

H. E. England hands out train orders at Fort Gibson, vice B. Clark, raising signals at Coal Hill now.

R. A. Blakely, at Vian, dug up the application which was mentioned in last issue and will now flash the right color at you.

J. H. Pilling, from Harrisburg, now hangs out at Sallisaw as agent since he got married. We expect some missionary work on the night man now.

F. M. Henshaw, new man, holds down Cherokee Junction. He promises to do the right thing payday.

J. E. Rafferty, formerly dispatcher on West End at Van Buren, has been reinstated. This knocks Mr. Fred J. Potter out. We "13" Potter is going to Wichita to accept a trick. "V," we are sorry to see you leave us and wish you success. A. J. Seed holds forth days, and Joe Reavis nights. Joe will be with us soon.

Mulberry is held down by S. B. Hawkins. Sam, we are waiting patiently for that application. Bro. B. F. Spencer is now the night man there, lately transferred from Coal Hill.

Mr. A. Hays, formerly agent at Van Buren, now does like act at Ozark. J. K. Garrett, the

operator, and his mother, recently visited a sick brother at Birmingham, Ala. He is doing some effective missionary work.

C. W. Smith, agent at Coal Hill, will carry the right color soon.

Steve Seibert holds the fort at Spadra and will wear a button in a few days.

A new brother, O. R. Ward, at Knoxville, extra agent, while M. L. Reed is off.

We reported A. M. Henslee and I. Lunsford, of Russellville, in our last write-up as brothers, but "13" they were not in. Our hustling Chairman Turner visited them since and, of course, they are brothers now.

J. K. Blake, agent at Jenny Lind, now carries the proper colors.

Local Chairman Turner and his assistant, Garrett, are making life a burden to the "nons."

K. C. & S. W. and Co. Grove Divisions—

W. R. Popkess, agent at Martin City, has been promoted to the better paying station of Aliceville, Kan., on K. & A. Division. Extra Opr. A. C. Styrker gets Martin City steady.

J. Dudley, popular agent at Bucyrus, has resumed duty after a lay-off of several weeks. Opr. C. A. Rex, who relieved him, went to Greeley, Kan., for a week, and is now relieving Agent Gwin, of Michigan, Kan.

H. M. Thornton, night "owl" at Dodson, promoted to agency at Rose, Kan. Extra Opr. S. N. Young now nights at Dodson.

Opr. Steve Shaffer, days at Ottawa, is now working in dispatcher's office at Osawatomic, third operator being put on account of heavy business. Before going to Osawatomic Shaffer worked nights in Pueblo for a few weeks.

Opr. Joe Scott gets Ottawa, days, and Opr. Hadley gets Scott's old job, viz., days at Herington.

Local Chairman Whitchurch, days at Co. Grove, was taken sick recently, and Agent Coffey handled wires until Extra Opr. Wooley arrived. Glad to say that Bro. Whitchurch is improving rapidly and will soon be back at his post. We miss very much his O. K., "DO."

Dick Adams, night operator at Co. Grove, who is known as a "famous" fisherman for miles around in that vicinity, laid off a week and was relieved by Extra Opr. Simmons.

F. C. Rustlubach gets Admire, Kan., station regular. He came from Herington, Kan., on S. V. Division, where he worked as operator for last few years.

Ed McNeal, agent at Vassar, Kan., is batching on account of his wife gone East on a visit. How is it, Ed?

W. H. Long, agent at Miller, Kan., will be in Colorado by the time this goes to press, on a visit to his folks. He expects to be gone a couple of months.

DIV. COR.

B., R. & P. Ry. Notes.*Middle and Clearfield Divisions—*

The July journal has just arrived a few days ago and as usual was full of good things. But the B. R. & P. notes were again among the missing.

A little over a year ago there were but very few O. R. T. boys on the pike, but through the work of a few of the boys it is to-day one of the best organized roads in the East. Organizer Bro. Cleaver has been over the road and gathered up the boys that were out in the cold, and the Pittsburg Division is solid. The Clearfield Division is the same. The Middle Division has two or three "nons." The Buffalo and Rochester Divisions are in the same condition. To give some of the boys on other lines an idea of how we stand we will give a list of the Middle and Clearfield Divisions. We hope, however, by the time this appears in print the "nons" will be in the ring. Several of the brothers are back in dues on account of misfortunes, but will be O. K. soon.

Clearfield Division

At Clearfield, Bro. C. P. Jacox agent, Bro. C. A. Campbell clerk, Bro. T. H. Dougherty, operator.

Curwensville, Bro. J. C. Berger, agent, Bro. Kernan, operator.

Rockton, Bro. F. B. Dawson, agent and day operator, Bro. Dougherty nights.

Middle Division—

Punxsutawney Depot, Bro. Baker day operator, Bro. Healey nights.

Punxsutawney Yard, Bro. White days, Bro. McDowell nights.

Elk Run Junction, Bro. B. J. Clark all alone distributing cars days.

Big Run, Bro. Frank McCloskey days, Bro. Harry Forbes nights.

Sykes, Bro. J. A. Hoon is the whole thing.

Stanley, Bro. F. M. Spanogle agent and operator, Bro. Fitzgibbons throwing switches at night.

C. & M. Junction, Bro. M. J. Higgins throwing switches days, Opr. Hetrick the same at night.

DuBois Yard, Bro. J. T. Simmons days, Bro. Lucas nights.

DuBois, dispatcher's office, Middle Division, R. M. Steele first, Bro. H. E. Miller second, Bro. C. T. Gleason third, Bro. C. P. Lerch first trick copier, Opr. L. A. Nash second trick copier.

DuBois, dispatcher's office, Clearfield Division, T. P. McMahon chief, G. F. Harris second, J. C. Murphy third. I "13" all the dispatchers belong to the T. D. A. Bro. O'Neil takes care of the cars. Bro. Carvell chasing the messages.

Falls Creek, Bro. Burke days, Bro. Britton nights.

Lane's Mills Junction, Bro. N. Creaton, Bro. R. E. Youmans.

Brocknaysville, Bros. W. E. Judd and C. D. Jacox.

Carrier, Bros. J. E. Fross agent, Bro. Block night.

Empire, Bro. H. L. Swan, all alone.

Carman, Bros. Warner and Faust, with Hodder agent.

Ridgway, Normile days, Bro. Creaton nights.

Whistle town, Bro. Wells days. A new brother nights. His name we do not know, but he is lately off the N. Y. C. and wears a new pin.

Johnsonburg, Bro. A. V. Kellar agent, Bro. Krider days, Bro. Miller nights.

Clarion Junction, Erie Ry., Bro. Wood days, Bro. O'Connor nights.

J. & B. Junction, Erie Ry., Bros. McCarty and Ormsby.

Boyers, Bro. Rabenack agent and operator, Bro. Chas. Stratton nights.

Newtons, Bro. Houseman all alone.

Binghams, Bro. Winsor agent and operator. Bro. Cleary, a new man, nights.

Dents, Bro. Cott days, Bro. Finney nights.

Howard's Junction, Bro. Burke days, Bro. Schrock nights.

Bradford Shops, Bro. Paddy Millikens days, McEntire nights.

Bradford M. M. office, Bro. Frank Hutchins works the mill for Mr. Bardsley.

Bradford Depot, Bro. Turner chasing messages. This is the end of Middle Division, so will stop.

Bro. Britton, from "AK," enjoyed two weeks vacation visiting friends in vicinity of Pittsburg and Cleveland.

Bro. Keller made several trips to DuBois last month on account of the illness of his mother.

Bro. Wood, of "Q" resigned, giving Bro. Creaton Lane's Mills Junction regular.

Bro. Warner, of "PA," returned a short time ago from a visit to his home. A new man relieved him, but he has since resigned.

Last, but not least, is Bro. Mathers, of Big Run, the relief agent. He is here to-day and somewhere else to-morrow. A full-fledged O. R. T. for some fifteen years.

As I am run down will cut out and make room for the other Divisions.

"A NEW ONE."

Intercolonial Railway of Canada.

Lost, Strayed or Stolen—Division No. 66. For months past nothing has appeared in the fraternal columns of THE TELEGRAPHER. Boys, why should we not contribute items to our journal every month and let the brothers on other roads know that we are living? We are living and that is about all, though one thing we must say and that is we have not got such an awful lot of "nons" in our midst, but there should not be any. This time last year we made an elegant haul in on the Eastern Division. We start again in a few days. See if we cannot get the few remaining ones.

Quite a number of changes have taken place on this Division since we wrote last.

Bro. Geo. A. Forbes, our up-to-date Secretary, has been transferred from Stewacke to Spring Hill Junction, one of the most important stations on this pike. Mr. J. T. Rhind succeeds Bro.

Forbes at Stewiacke. All "B" wants now is an up-to-date card and he will be O. K. We may mention here that Bro. Forbes has an up-to-date staff at "RS." Bro. J. F. Power is assistant. Other two men we do not know, but they are "corkers."

Salt Springs, Mr. J. W. Black having been transferred to the freight department at Sydney, Bro. J. M. Howlett has been appointed agent in his place. In a few days Joe will have one of the most up-to-date stations on the road.

River Philip, Mr. F. W. Patton, who we hear has dropped out. Cause unknown.

Oxford Junction, Mr. S. H. Brown agent, E. J. McGrath assistant, Bro. J. M. Davidson night man.

Thomson, P. K. McDonald. "M" once held an up-to-date card, but in his case, too, for some reason unknown, has dropped his membership.

Greenville, Mr. J. S. Farshner agent, Bro. A. M. Fraser night man.

Westchester, Bro. H. Patton.

Wentworth, Bro. F. A. Steck, an up-to-date man.

Folleigh, where the correspondent put in two years with hard labor, the ranch is now held down by Mr. D. D. Fraser, with Bro. Roulston as "night owl." Bro. "R" is doing a rushing business this summer, having placed a fast line of boats on the lake, the only parties favored with free transportation being the fair sex from Acadia Mines.

Londonderry, Mr. J. C. Spencer agent, Bro. L. C. Lynds assistant. "C" is the owner of a trotter who does a mile in 2:30 with ease. The night man at "SY" is W. Gatro, an old O. R. T. man, having worked on different roads in the United States (and by correspondence bearing Bro. D. G. Ramsay's signature), he was at one time an organizer on the Boston & Maine R. R. "G" is a cool piece of stuff and judging from his appearance he is a man that has been through the mill.

East Mines, Bro. W. A. King.

DeBert, Bro. H. N. Lynds.

Belmont, Bro. J. W. Gunn agent, Bro. T. D. Wilson night man.

Truro dispatching office and divisional superintendent's headquarters, in dispatcher's office we find Mr. J. T. Halliseg chief, Mr. W. A. Fitch first trick, Bro. M. McLearn second trick, Bro. F. S. Henderson third, R. L. Baker fourth; Bros. J. J. Ryan, D. W. Dunn and A. F. Schurman, copy operators.

Brookfield, Bro. J. J. Hamilton.

Stewiacke, J. T. Rhind, J. G. Forshner nights.

Shubenacadie, R. M. Holesworth.

Milford, Bro. W. A. Langille relieving Bro. McArthur, who is on sick list. "AR" has had a hard time of it and has the sympathy of all the brothers on this Division. We hope to see him on duty soon again.

Elmsdale, a "ham" factory, doing a rushing trade at latest reports. Bro. C. Urquhart is night man at this place. If "C" had his own way the

fire in smoke house would not be started very often.

Wellington, Bro. James K. Urquhart.

Windsor Junction, Bro. W. A. Harris agent. Bro. W. E. Simmonds assistant, W. McGrath night man. Billie says he will have an up-to-date card before very long.

Bedford, another non-union ranch.

Rockingham, Bro. J. D. Leary.

Richmond, Bro. V. J. Coleman days, Mr. Gandge nights.

North Street Depot, Bro. A. W. Noble, Chief Telegrapher of Division 66.

Next issue we will take in the Oxford and Sydney Division. "K."

Baltimore & Ohio Notes.

In looking over last month's TELEGRAPHER we discovered that some energetic (?) operator had written up the Western District of the Central Ohio Division, but not a word about the folks over the divide, so with great pleasure will try our best efforts toward enlightening the (telegraphic) world that there is a few more blocks east of Cambridge, O., and just as nice a class of operators, beside being almost all Order men.

Starting at Cambridge, O., we find "Flick" Allison, an old time B. & O. boy, days, and Mr. Wilson nights.

The next block is ably handled by C. N. Beecher, an old Hocking man, days, and McNeese nights. We can vouch for the day man being O. R. T., but will catch "MC" later on.

Campbells days is taken care of by Miss K. B. Davidson, another old timer, and H. Matthews as "owl."

At Gibson's tower Bro. Murchland days, and Wilkinson nights.

Salesville tower, one of the nicest on the line, is in the hands of H. J. Drushal days, and V. C. Jordan nights, with Mrs. J. as assistant.

Bro. Ira Deck, at Spencers, thinks there's no place like "SC," and Bro. Johnson, "owl," readily agrees with him.

The wee small man, Mulquinn days, and Kissling nights at Media.

Bro. A. P. Tillett, at Barnesville, got so very energetic that Boss Cronk decided to put him out of the city limits, so he wields the pen at some three-quarters of a mile east of Barnesville proper. His "owl" is unknown to us.

Speidel, the next tower, is well looked after by two good operators, whose names are unknown to us.

Old Man Lovejoy, at Bethesda, is always ready to answer the block wire and leaves business in charge of H. Lewis at night.

Belmont tower is presided over by H. Hoge days and another unknown nights.

At Lewis Mills is J. H. Bell, agent, operator and signalman, days.

At Warnocks Miss Katy Conner days, formerly with the Postal at Bellaire.

Glencoe and Franklin, days and nights are well taken care of by some new block operators.

Bob Clark, another real old timer, at St. Clairs ville Junction, looks after the agent's work, but will not weigh coal. There's also a night man.

West End of double track, or Schicks, has Bro. Dunn to help get trains moving, and Bro. Sharshall nights.

Arriving at Bellaire we find W. R. Morgan moving trains by electric signal over the bridge spanning the beautiful Ohio; relieved at 6 p. m. by George Finch, both good O. R. T. boys.

Our genial lineman, Bro. W. F. Crawmer, and relief operators, Bros. Keck and Dickerson, must not be overlooked, for they are all jolly good fellows.

Well, will not impose further on "ye editor" and others, but will cut out, wishing success to the O. R. T. always. With "73" to all in S. O. & D. CERT. 970.

A B. & O. Vacation--

DEPARTING.

I'm off for a vacation,
I'm hunting recreation
In eager expectation
Oh, whither shall I go?
My program is extensive,
Quite varied and expensive,
Unique and comprehensive,
Just like the B. & O.

I long to seek for pleasure
(A rare and priceless treasure),
In full unstinted measure
Near Nature's loving heart.
I'm weary of the bustle,
The toil and din and hustle,
The strain on brain and muscle,
Farewell, old key, we part!

I'm bent on dissipation,
And have in contemplation
A "strenuous" vacation,
Just watch me celebrate!
I'll go to bed at seven,
I'll rise at just eleven,
I'll taste the joys of heaven,
This side the pearly gate.

Where zephyrs soft are sighing,
Where blossoms sweet are flying,
I'll soon be gaily trying,
An appetite to win.
Where nature smiles benignly,
Where song birds trill divinely,
I'll rusticate supinely,
Far from the haunts of sin.

Farewell, ye "hams," I leave you,
Although I'm loth to grieve you,
And easily perceive you,
Are very, very sad.
I'm off for a vacation,
I'm bent on recreation,
Excuse my agitation,
I am so very glad.

RETURNING.

I'm here again, a battered, sun-burned wreck,
With nerves unstrung and languor in my gait,
Vacation's over and I'm back on deck,
To watch the block wire and--recuperate.

A brief respite from toil I needed much,
And started forth on pleasure gaily bent,
And now I'm walking on a home-made crutch,
And haven't in my clothes a single cent.

While fishing from a John-boat rather late,
I took a header 'neath an angry wave,
Lost all my tackle, swallowed all my bait,
And missed a watery and unhonored grave.

I roamed in sylvan glade with dog and gun,
And finding naught but solitude and snakes,
To safer scenes I ventured--on the run,
Soliloquizing on my dire mistakes.

In shady paths I wandered on my wheel,
Unconscious of the danger lurking there,
Resolved with much celerity to steal
Away from every carking cumb'ring care.

A savage dog in ambush lay concealed,
And seized with joy my unoffending shank,
With pain and fright my haughty blood congealed
And when they found me life to me was blank.

With liniment they bathed my wounded shin,
With arnica they painted every bruise,
And late that night I hobbled slowly in
To hide my troubles from the daily news.

I played baseball and other games galore,
I fished and hunted, swam and walked and rowed,
And here I am, dejected, weary, sore,
Vacation's burdens eager to unload.

Variety's the spice of life they say,
Diversion cheers the rugged path of toil,
But ere I take another holiday,
I'll buy an extra keg of gargling oil.

The moral of my desultory strain
Is patent. If at either work or play
The maximum of joy you would obtain,
Avoid extremes--be neither grave nor gay!

KENO.

I noticed in our columns sometime ago an article relative to an unfounded report that our Division dispatcher had threatened to break up the Order on this system. At the time this article made its appearance I was not an employe of this company. At the time I thought very poor policy to write in the manner above stated especially when such report was unfounded. My very short acquaintance with our Division dispatcher, Mr. Cronk, warrants me in saying that he is a gentleman and would not forfeit that good name by attempting to intrigue his fellow craftsmen. Mr.

Cronk is up to date. Men under his jurisdiction will meet with nothing but fair treatment.

My sole object in writing this letter is to try and convince those who, having read the article referred to and have had the idea that we have a tyrant in Mr. Cronk, that such is not the case. He can be approached, and I would suggest that we get in closer touch with him.

Fraternally,

RICH'D J. WAUGH.

New York Div. No. 44.

L. I. R. R. Notes -

Bro. F. F. Beale is working for the Panama R. R. Co. at Panama, N. S., of Columbia. He left us very suddenly, but now craves the indulgence of our members.

Bro. P. H. Hayes, the genial towerman at East Winfield, spends his leisure moments in beautifying the surroundings of his "joint." His flower bed is very beautiful and attracts the attention of many weary Long Island commuters.

Bro. J. E. Howe tendered his resignation as towerman at Long Island Cross Over and accepted a lucrative position with the B. & O. at Baltimore, Md.

Bro. J. J. Kraus, of the firm of Kraus & Bowen, commission merchants of Philadelphia, has many friends in this vicinity, who will be pleased to learn that his avowed intention is never to drop from the rolls of Division 44. "EE" is doing a good business, sends his "73" and has no regrets.

Bro. F. H. Langhorst, who is now residing at 124 Park street, Dorchester, Mass., asked us for a withdrawal card a short time ago, but has since changed his mind and sent us some of the "necessary" to place him in good standing for a few more terms.

Bro. Roy D. Mathews, who has worked on nearly every railroad in the United States and Canada, but originally hails from the quiet town of Milford, Mass., is with us once more. He has accepted the position of day towerman at Laurel Hill, better known as the Castle, and is at last contented.

Two organizers in the field and many recruits. How bright and promising our future appears.

Bro. E. R. Collins, second trick towerman at Jamaica Cross Switches, has left us to accept a position elsewhere. Bro. C. was one of our hard and willing workers and we regret his departure.

F. A. Rogers is working days at Manhattan Beach tower. Bro. Hartman transferred to Long Island Cross Over tower, days. Mr. F. A. Milster to Elmhurst tower, days.

Among our new members are Bros. C. H. Stoughton, H. R. Tull, A. Abrams, I. S. Fisher, H. E. Place, Mr. Roe, of Flushing, W. N. Grove, Mr. Jacobs and others.

Joseph Thompson has rejoined this Division and is again working hard for the Organization's welfare. "FR" was at one time our Secretary-Treasurer and credited with building up Division 44 to its standard of recognition.

Bro. J. D. Webster and his delegation from the Oyster Bay branch were in evidence at our last meeting.

Bro. F. M. Grove died at his home in Bluefield, W. Va., on July 1st from consumption.

Dues for the current term are now due and should be forwarded to H. E. Regensburg, Secretary-Treasurer, Long Island City, N. Y.

Bro. Thomas White is employed in the office of the Superintendent of Motor Power at Morris Park, and has a swell job. He has many friends and his "sassiety" is always in demand, especially among—well, never mind.

Bro. C. P. Blecker was transferred to Bushwick Junction tower, days, but will work at Stone House Curve tower after the busy season is over. In the meanwhile the latter tower will be fixed up with a double set of handsome air gates, which will be operated by "NS." Stone House Curve tower was always considered the best job on the road, and Bro. B. waited three years for its vacancy. Nuf sed.

Ex-Mayor, ah, ah—I mean Ex-Chief Telegrapher Gleason will resume the office of Past Chief in this Division. Bro. Gleason will undoubtedly represent this Division at the next biennial convention.

Bro. Webb, from the W. J. & S. S. R. R., Bro. Blessing, from the B. & O. R. R., and numerous others secured positions on the L. I. R. R. the past few weeks.

R&G.

The Ill-Used Telegraphers—

Whether I have headed this right will be, for you readers to decide. Here we are working on a railroad twelve long hours a day and seven days in the week, eat our meals on the jump, and getting a salary averaging \$45 to \$50 per month. Take other classes of breadwinners, almost any trade, and you will find them working eight, nine and ten hours a day, with Sunday for rest or recreation, and drawing salaries that equal or eclipse ours. Take our department stores, for instance, they are large concerns, but as to wealth they cannot be classed with a railroad. The clerks in these stores work from 8 a. m. to 5 or 6 p. m., and half a day off Saturdays, all day Sundays and all holidays. What pleasure would there be for these people if the telegraph operator had the same privileges? Would the trains run to carry them to the seashore, their relatives in the country or wherever they would chance to go? No. You may say that the trolley cars can take them to most any destination, but in these days trolley cars are packed on Sundays and running five minutes headway all over Greater New York, and the railroads are running many extra trains besides their regular heavy schedule, and it is evident that the trolley cars could not carry the tremendous Sunday rush.

Now as we, like slaves, work just for the enjoyment of other people, why don't we demand decent wages? There is the question. Why? We

are having a hard time making explanations to our fellow telegraphers, but it would be very easy if we would only get together. Join the O. R. T., build up the Order and then show the world that our trade commands respect, and we a fair compensation for our labor.

What could the merchants do without the commercial telegrapher? Nothing. Some say the telephone could accomplish the same work, but who ever has had much experience with doing business by telephone will contradict this. Our brothers in the commercial business to-day are writing messages at the rate of one a minute, and this will never be accomplished by telephone. It would take years to supplant a telephone for every telegraph instrument now in use and the expense would be enormous. Come, you "nons," get in our ranks and help the cause along.

CERT. 256, Div. 44.

Fort Worth, Tex., Div. No. 19.

Division No. 19 held its regular meeting July 15th. Owing to many resident members being absent on vacations, attendance was limited, but we were pleased to note several out-of-town members present. Correspondence from some "hustling" brothers and sisters located upon some of the railroads leading out of this city indicates additions to our membership in the near future. Every member located out of town should interview his neighbor and secure his application. There is nothing helps "build up" like the members taking personal interest in the Order and soliciting the applications of the "nons."

The next meeting of Division No. 19 will be on August 14th, at which time will occur the annual election of officers and the selection of representatives to attend the third biennial session of the Grand Division in October. All who can possibly do so should attend our next meeting and take part in this important business. Meetings are held at the office of the Secretary-Treasurer, Bro. Auston, 309 East Fourth street, at 8 o'clock p. m.

It is a pleasure to note that so far as known, no members of Division 19 are out of work or sick, and although the Division lost quite a number of members during the past year owing to the organization of some system divisions on roads leading out of this city, still the Division is in good financial condition and is adding new members from time to time. The craft in the State of Texas is now affiliated with the Order through system divisions upon the Santa Fe, the Houston & Texas Central, the International & Great Northern, the Texas & Pacific, the Southern Pacific and the "Katy" Railroads, as well as old Lone Star Division No. 19, the only local Division in the State. Telegraphers employed upon the Aransas Pass, Rock Island, Fort Worth & Denver, Rock Island, Aransas Pass and other lines of railroad in the State should affiliate with Division No. 19 and help the good work along.

Div. COR.

Ontario & Western.

The O. & W. record is 93 per cent, which Bro. Brandon deserves all credit for. He has done a grand work among the O. & W. Boys and if there is any recompense or "cream" in store ahead, Bro. Brandon should share in it.

We have the best lot of "night owls" on this pike that can be found anywhere. The dispatcher don't have to call any one more than an hour, and sometimes only about fifteen minutes. That's right, boys, "work according to your pay."

Liberty is all right in its way, but it don't "weigh" much. Bro. Brouchu is about the only good man we know of in that vicinity.

Bro. McGranaghan, "night owl" at Cook's Falls, we regret to learn is on the sick list again. We are inclined to think from the frequent illness of McGranaghan that night work does not agree with him, and he should be given a day trick.

I have heard there is excellent fishing in the river at Fish's Eddy, but boys, don't fish too near the depot if you don't want to catch "suckers."

We have always been under the impression that Rockland was quite an important station, but we regret to learn such is not the case. We only know of one man there that's "all right." Oh, ye wanderers, come into the fold. "We have not heard of any vacancy in the chairs of the President or General Manager yet."

We are glad to know that with only two exceptions the boys on the northern end are "all right." It rather looks as if the boys up there are a little more intelligent than they are on the southern division, judging from the enthusiasm shown, and from the per cent they turn out. Southern division, wake up.

How about the Scranton Division? Well, "they're all right." They don't say much, but they are about all in the "swim."

We notice "SV" has a nice new eight-wire board, and everything around there shines, even to the force employed there. Bro. Betts, who is always on duty ready to assist and accommodate the traveling public, and Bro. McDonald, who is very courteous, especially to the ladies, so much so that we have known him to sell tickets to ladies to stations where trains were not scheduled to stop (darn'd if he didn't come pretty near getting "fired" for that). Dan, you're all right. And there is Bro. Kennedy. He is so busy nights he don't have time to bother with any one.

Bro. Pearson, at "AV," has been on the sick list for a few days, but we are glad to see he is out again "hammering brass" (and taking care of the ladies, as usual).

NICK CARTER.

Chicago Commercial Notes.

We missed the July issue by a few days, a misfortune which we shall endeavor to prevent in the future.

Bro. Firth is now back at his old stand in the Home Insurance Building. He is looking well and none the worse for his trying time at the Hahnemann Hospital.

Bro. Louie was compelled to break his resolution about \$50 salary. He was compelled to pay first-class men \$70, and in a few cases gave some of the boys \$75. Oh, Louie, this is a wicked world.

Bros. Dalton, who was discharged by Murphy for refusing to teach students, and Ernest Hvale, night man at Woodlawn, are new arrivals at Postal Ch. Bros. Girard, Donnelly, Holub, McIntosh, Oeland, Cawthorne and others are among new arrivals at Postal.

Cawthorne, who was a Santa Fe scab, has been given the marble heart here, everyone refusing to have anything to do with him. My, but it's a severe case of frost.

We are pleased to see Bro. Clevenberg's genial face at Schwartz Dupee. We understood he had gone to New York for S. D. & Co.

Bros. Deno and Carmichael are temporarily with brokers.

Bro. Browner quit Louie. Not enough coin, says Browner.

Bros. McGovern and Springer new arrivals at Illinois Central "X" office.

Bros. Lamar, Duncan, McIntosh, Donnelly and over twenty others from Postal to Western Union for less salary. Better treatment is reason given.

Business has been unusually heavy, Western Union doing more business than it did during the World's Fair in 1893.

E. M. Mulford, at Western Union, says he is a very busy man nowadays. We believe it.

We again advise first-class operators to keep away from this burgh until Louie raises his salary limit, and until the Postal trims its obnoxious rules and removes the bonus feature.

Bro. Swift, all night bonus man on Chicago-New York wire for Postal, was recently held up and most brutally punished by robbers. He was unable to work for over a week.

CERT. 32.

C., H. & D. System.

Cincinnati Division—

Bro. E. J. Kennedy, of Hamilton Depot, just returned from a thirty days' vacation; relieved by Extra Opr. Harding.

Opr. Harding has accepted the position in Mr. I. F. White's office, Bro. Coleman having gone with the C. R. & M. Ry.

Bro. J. O. Fisher, of Ivorydale, is taking quite a lengthy vacation, but am unable to learn who is relieving him.

Opr. Millson, of South Dayton, has been off for some time; relieved by Extra Opr. Hoyt, who says he will be one of us before long.

Opr. Day, of Gest Street, is copying at "CD" dispatcher's office during the vacation of Mr. Augspurger.

Extra Opr. Mr. White, who we "13" is a member of Grand Division, is filling the vacancy at Gest Street. It is such men as Mr. White we are looking for.

Bro. Webster, of B. & O. Junction, was off a few nights. Too warm for him, I guess.

"13" Bro. R. I. Surface is full of "biz" at Brighton. We never see him any more.

Bros. Smith and Cartwright fight it out at Fairmount.

A solid rock at North Side. Bros. Hilbrecht and Glancy hold the fort.

Bro. Hoover attends to the Chester Park people at Winton Place.

Bro. L. A. Dooley we "13" is permanently located at New River Junction days.

At Wyoming we find our General Chairman. Bro. Wenk, while our G. S. & T., Bro. Bushwaw, hangs out at "DY," Dayton freight office. Oh, that we had more such workers!

As the north end boys all had space in last month's TELEGRAPHER, I will omit them this time and leave space for other Divisions, but before doing so I wish to mention that quite a number are behind with their dues. In fact, so far behind that their names are no longer on the list, although I do not think it is their intention to drop out. If you have not an up-to-date card you should get one without delay. They are the nicest we have ever seen.

Div. Cor.

Wellston Division—

Bros. Barrett and Bushwaw can be heard all day on Nos. 1 and 2 batting away.

Bro. Hooper looks after the M. M. work at "RH."

Bro. Penland keeps the water gauge from freezing up at "D."

Bro. Wagner, of "XD," takes things easy this kind of weather.

Bro. Welch, of "WD," still used the ice wagon.

Bros. Teeps and Teeps are still among us, but hard to locate.

Bro. Smith, of Frankfort, has decided to spend his vacation at Mackinac Island.

Bro. Welch, of "V," says he isn't bothered with no one these hot days.

Bro. Peling is located at Torch, O. He is after the "green."

Bro. Ely has been re-employed.

Bro. Wehrenberg has one of the Green boys.

Bro. Walker does the proper thing at "RO," nights.

Bro. Maner, at "JA," is kept very busy "OSing" the "nons."

Bros. Adams and Entsler keep home at Glen Roy.

Bro. Thomas too busy to talk.

Bro. Debra says too hot to think.

Bro. Cross, at "CH," says he would attend meetings, but takes all night and part day. Come when you can, "RN."

Bro. Rankin last accounts holding out at "X."

Bro. Cole the "owl" at "X."

Bro. Patterson doing the "owl act" on Division.

Gravel trains started to work Monday, the 29th, giving the boys plenty of work.

Bro. McKibben has accepted a position with the C. R. & M., and we "13" will hand in his resignation in a few days.

Pittsburg Division No. 52.

First July meeting of this Division was held July 6th, and we were sorry to note the absence of three of our officers, but as two were compelled to work, and the third away on his summer outing, they had a fair excuse for their non-appearance. Communications relative to three new members were read and passed upon. Bills amounting to \$35.71 were read and ordered paid. Report from Bro. Hagan as commissioner was read, and the Chair announced that the matter would be brought before the Division at our next meeting for action.

Letters were read relative to notes held by this Division, also relative to the bonds for Secretary and Treasurer. It was decided to order the bond for Secretary cancelled, as it is not desired by the Division that he be placed under bond. Letters pertaining to grievances and petitions on the P. R. R. were read and disposed of to the satisfaction of all concerned. Considerable routine business was disposed of before adjournment at 10:40 p. m.

The second meeting for July found all officers present, excepting First Vice Chief Telegrapher Clendenin and Past Chief Telegrapher Hunter. Report of Investigating Committee upon our new members read and accepted. Bills amounting to \$24.25 were brought before the Division and ordered paid. Report of committee upon B. & O. relative to grievance, was disposed of, as well as instructions relative to the System Division proposed for that road.

As there were many things of an important nature before the Division, and considerable time given to discussing the same, it was found necessary to defer our customary nomination of officers until our next meeting night, which will also be election of officers and delegates.

Word has been received from the B. R. & P., which is very encouraging, and important steps will be in order before long.

KONNY.

Oldtown Division No. 11.

Maine Central R. R.—

A portion of the report of our Chairman of Committee on Organization will interest others besides those present at the meeting.

No one will claim that we can do business without being organized, but the word, nevertheless, is badly misused and misunderstood. The dictionary says it means "to put together and arrange in proper working order." That is the meaning in which we have always employed this overworked word, for the idea, rightly considered, is threefold, involving a putting together, an arranging, and an adjusting to work. Omit any one of these elements and the idea is distorted and the word misused. We have had very good illustrations of what can be done in the way of getting together large numbers, but that is not organization and never will be. We have also instances where there were goodly numbers put together and arranged in a sort of working

order, but not in a proper working order, while nothing less than proper working order will serve the ends.

Now comes the application of these principles to the needs of telegraphers. Telegraphers, as a class, need better hours and conditions of labor, better pay in many cases, better guarantees to cover all this. These are, it is true, nothing more than our rights and should be granted for the mere asking, but it is not ordinarily the policy of employers of labor to acknowledge these claims when they are presented without a strong backing of physical force. The first element of organization, then, requires us to get that force together, without for one moment forgetting that the other two elements are of equal importance, while, if possible, even slower of accomplishment.

The theory of organization looks simple enough, but the practice has been found to be anything but simple. If all those that should be ready to come into the ranks and help us all to advance to a higher plane would even come in as "silent members," it would simplify matters; but right here, at the start, it is one of the strange conditions of practical O. R. T. organizing that many have to be almost bribed to avail themselves of their privileges. For this state of things there is only the slow, but sure remedy of education. Then comes the added difficulty of getting those who have actually received some of the benefits of partial organization to stand by the cause when it calls upon them to hold themselves up to where they have been lifted. This is the most surprising condition of all, and again the remedy is the slow and sure remedy, persistent educational effort. These statements are offered without the arguments to back them up, but if you need arguments you are respectively referred to THE TELEGRAPHER, our own organ, or to any other organ of any labor, religious, social or similar organization of civilized life.

Without reviewing the past methods of organizing, so-called, we wish to ask your help in carrying out the method proposed for this Division. It is, in short, nothing more than a systematized division of labor, whereby the work is apportioned among all the members who are willing to assist or who can be induced to do so. This is a mild program and the slowest of all methods, but it has one advantage over all others in that it is the one method that guarantees sure, permanent, complete and honest success. If the officers of this Division fail to conduct a successful organization by these means they are not the men you want, and others must be elected to carry on their work. O. R. T. has come to stay!

As times goes on it will be discovered that there are at least three sides to our work, the protective, the social, the intellectual. Without the protective features we are still at the mercy of those better organized than ourselves; without the social features we are a lifeless sort of a machine and can never interest and hold many good men who happen to possess the ability to protect themselves beyond the majority of their class, but who are glad to avail themselves of the

fraternal advantages of a good Order; without the intellectual features we cannot, as a class, hope for a progress that will keep pace with the rest of the world. Deprive us of any one of these features and we have no future worthy of the name. The world has no use for those that do not keep step with its rise and progress.

CERT. 232.

Williamsport Division No. 24.

Sad, indeed, are we to announce the death of Bro. E. L. Hayes. While death was expected, it came as a surprise, as he had been improving, but we humbly bow to Him, "whose will is supreme," God. One would have to meet Bro. Hayes but once to know he was a friend. Not alone does a widowed mother mourn the loss of a most dutiful son, but the community in which he lived an upright citizen, the fraternity a true brother. He has sacrificed well-deserved promotions only to make his mother happy. His motto was: "Happiness to my mother is happiness and fortune to me."

Bro. Lamm has been moved from "RO" to daylight, "UX," and says the change has made a new man out of him. Fish fatten anyone.

If the boys keep on quitting as they have been the last few weeks, some one will have to start a factory, as they have been averaging nearly one a week, and two from some offices along the line.

Why is it that the main line of P. R. R. can give their men eight hours, and three days a month off each month, and on the P. & E. they have to report sick to get a day off, and work twelve hours all the year round. There is only one answer to the question, and that is organization, and the sooner the boys know it, the better. Let us all put our shoulders to the wheel, and go after the "nons" and try to do as the boys do on the main line. Talking to the old men along the road only seems to strengthen our belief, that an organizer could haul in a dozen or so without much trouble.

Will let some other brother try his pen next month, as wheels are running dry, and think it's time to rest.

CONNIE MACK.

Philadelphia, Pa., Division No. 30.

The last regular meeting of the Division was well attended and much interest was displayed all during the evening, particularly under the head of nominations for office for the ensuing year. At no time in the Division's history, has such a large number of members allowed their names to stand in nomination for such offices, and also for the delegates to the coming convention. An enthusiastic meeting is expected this month at the election.

Notes From the Key

Bro. F. J. Bossler, formerly with W. J. & S., at Denovah, N. J., is now doing the brokerage ticket act at New Haven, Conn., under improved conditions. Good luck, bro. "B."

Bro. T. W. Loftus, of Yates, Pa., lost his mother after a serious illness last month. The sympathies of Division No. 30 is extended Bro. Loftus over his sad loss.

Any member out of employment should advise your S. & T. at once.

Members with cards to June 30th only can have a seat, and vote in their Division room this month, but not thereafter. Get your new card at once, brothers.

P. R. R., Philadelphia Terminal Division—

During the last week in the past month death visited the homes of three of the towermen employed at "N," Powelton Avenue. Mr. F. B. Fraim, dispatcher middle trick, lost his seven-month-old daughter after a few days' illness. Mr. W. H. Bowers, leverman first trick, lost his wife after an extended and painful illness. Mr. Jos. Ulean, leverman last trick, lost his four-month-old daughter after a short illness. The very extreme heat in this city in the past few weeks undoubtedly hastened the end.

After investigation of the political situation at Washington, R. McNeil has just returned from his vacation to manipulate railroad iron at "N" for another twelve months.

The vacation list will soon be at an end.

Excursions from Pittsburg and the West for Atlantic City running very heavy this season, as usual. Many, however, are spending their vacation at the Buffalo Exposition and Niagara Falls.

The vast improvements being made in this vicinity are rushing rapidly ahead. Thousands of tons of masonry work has already found substantial foundations. Contractors are at work tearing down residences on Powelton avenue, and along Thirty-first street, to make room for new trackage.

A destructive wash-out occurred on Sunday evening last, 28th inst., along the Schuylkill front by the breaking of a large sewer under the freight tracks of the Delaware Extension Railroad at Thirtieth and Market streets. All tracks were entirely washed out, excepting Market House Landing. It is estimated that six weeks will be required to repair the damage. The heavy freight business to and from Delaware River and city points is now being handled via Thirty-second street Tunnel and Powelton avenue.

Mrs. Hugh Hutton and son, Joseph M., sailed from New York on Saturday, the 20th of last month on the Steamer Furnessia, Anchor Line, for Londonderry, Ireland. Bro. Hutton accompanied his mother and brother to New York. After an absence of twenty years, Mrs. Hutton will make her home with her mother, sister and relatives, inland five miles from Larne Harbor, County Antrim, for several months. Joseph carries an "up to date" in the Pressmen's Union. Steamer arrived afternoon of 30th.

Please note change of address of your S. & T., Bro. Hutton, in Division Directory, that now reads 1489 North Fifty-third street, Philadelphia.

"169."

Grand Division

NOTICE.

In accordance with the action of the Special Session of the Grand Division of the Order of Railroad Telegraphers, held in St. Louis, Mo., October, 1900, the Board of Directors has selected the City of St. Louis as the place at which the next Regular Session of the Grand Division will be held.

The Thirteenth Regular and Third Biennial Session of the Grand Division will, therefore, convene in the City of St. Louis, Mo., at ten o'clock A. M., Monday, October 14th, 1901. This is to notify all concerned.

Fraternally,

M. M. DOLPHIN,

President.

THE ORDER OF RAILROAD TELEGRAPHERS.

FINANCIAL.

Receipts July 1st to 31st, inclusive	\$9,711 15
Disbursements	6,438 87

MEMBERSHIP.

Members in good standing July 1st, 1901	12,469
Initiated in July	367
Total	12,836

MUTUAL BENEFIT DEPARTMENT.

Assessment No. 29 is due on August 1, 1901. Time for payment expires September 30, 1901.

BENEFITS PAID DURING JULY, 1901.

CLAIM NO.	NAME.	CAUSE.	DIV.	CERT. NO.	SERIES.	AMT.
66	William Boyd .	Pulmonary Consumption . .	1	804	B	\$500

FINANCIAL STATEMENT MORTUARY FUND.

RECEIPTS.

Received on Assessment Account to June 30th, 1901	\$64,177 76
Received on Assessment Account, July, 1901	2,466 09
	<u>\$66,643 85</u>

DISBURSEMENTS.

Death Claims paid to June 30th, 1901	\$36,600 00
Death Claims paid in July	500 00
Assessments refunded, account rejected applications	196 70
Assessments transferred to dues, account rejected applications	8 45
Cash on hand to credit Mortuary Fund, June 30th, 1901	29,338 70
	<u>\$66,643 85</u>

H. B. PERHAM, *Grand Secretary and Treasurer.*

OFFICIAL DIRECTORY.

General Offices, St. Louis, Mo.

GRAND OFFICERS:

M. M. Dolphin.....President	J. A. Newman.....Second Vice-President
St. Louis, Mo.	St. Louis, Mo.
T. M. Pierson.....First Vice-President	D. Campbell.....Third Vice-President
St. Louis, Mo.	St. Louis, Mo.
H. B. Perham.....Grand Secretary and Treasurer	
St. Louis, Mo.	

BOARD OF DIRECTORS.

Hon. L. A. Tanquary (Chairman), Cucharas, Col.	F. J. Reynolds, Box 253, Calgary, N. W. T.
A. O. Sinks (Secretary), Jefferson St. Depot, Portland, Ore.	T. W. Barron, 2900 Washington ave., St. Louis, Mo.
C. E. Layman, Troutville, Va.	

ADVERTISING.

All correspondence pertaining to advertising should be addressed to W. N. Gates, Advertising Manager Garfield Building, Cleveland, Ohio.

DIVISION DIRECTORY.

GRAND DIVISION—Attached membership not confined to any particular railroad or territory.

M. M. Dolphin, President, St. Louis, Mo.; H. B. Perham, Grand Secretary and Treasurer, St. Louis, Mo.

NO. 1, MONTREAL, QUEBEC—Division covers the Grand Trunk Railway System. Meets subject to call of Chairman. R. H. Reynolds, Gen'l Chairman, Beechville, Ont.; P. H. Hebert, Gen'l S. & T., St. Isadore Jct., Que.; D. L. Shaw, Ass't Gen'l S. & T., 769 King st., East London, Ont.

NO. 2, ST. LOUIS, MO.—Meets 1st and 3d Monday each month, at 8 p. m., Hall No. 4, I. O. O. F. Building, Olive St., between 8th and 9th Sts., St. Louis, Mo. L. W. Quick, Chief Telegrapher, Room 918 Fullerton Building, St. Louis, Mo.; C. P. Comer, S. & T., 918 Fullerton Building, St. Louis, Mo.

NO. 3, HARRISBURG, PA.—Meets 1st Wednesday evening at 8 o'clock, and 3d Thursday morning at 8:30 o'clock each month in Ensinger Building, corner Third and Cumberland sts., Harrisburg, Pa. E. L. Zimmerman, Chief Tel., 1611 N. Sixth st., Harrisburg, Pa.; E. C. Miller, S. & T., 625 Dauphin st., Harrisburg, Pa.

NO. 4, PHILADELPHIA, PA.—Meets on 1st Saturday at 8 p. m., at Room A, Odd Fellows' Temple, Broad and Cherry sts., Philadelphia, Pa. G. A. Richardson, Chief Tel., Oaks, Montgomery, Pa.; W. C. Frazier, S. & T., 4251 Pennsgrove st., Philadelphia, Pa.

NO. 5, KANSAS CITY, MO.—Division covers the Kansas City, Pittsburg & Gulf Railroad

System. Meets subject to call of Chairman. E. T. Nickel, G. C., Amsterdam, Mo.; D. E. Chambers, Gen'l S. & T., Merwin, Mo.

NO. 6, OMAHA, NEB.—Division covers the Union Pacific Railroad System. Meets subject to call of Chairmen. F. A. Baldwin, Gen'l Chairman, Lock Box 26, Milliard, Neb.; L. M. Tudor, Ass't Gen'l Chairman, Rawlins, Wyo.; R. R. Root, Gen'l S. & T., Wood River, Neb.

NO. 7, MONTREAL, QUEBEC—Division covers the Canadian Pacific Railroad System. Meets subject to call of Chairmen. W. H. Allison, Gen'l Chairman, 70 Melbourne av., Parkdale, Toronto, Ont.; R. R. Jelly, Gen'l S. & T., Chatham, Ont.; P. D. Hamel, Ass't Gen'l S. & T., Blue Bonnets, P. Q.

NO. 8, BUFFALO, N. Y.—Meets 4th Thursday each month at 8:30 p. m. at Zaepfel's Hall, corner Broadway and Bailey av., Buffalo, N. Y.; W. O. Jackson, Chief Tel., 106 Brinkman st., Buffalo, N. Y.

NO. 9, NORTH VERNON, IND.—Meets 3d Saturday of each month at 8 p. m. at K. & L. of H. Hall, Fifth st., North Vernon, Ind.; G. J. Bernhart, Chief Tel., Moore's Hill, Ind.; J. E. Hudson, S. & T., Hayden, Ind.

NO. 10, KNOXVILLE, TENN.—Meets 1st Saturday night of each month at K. P. Hall, Depot st., Knoxville; Tenn.; W. L. Webster, Local S. & T., Route 5, Knoxville, Tenn.

NO. 11, OLD TOWN, MAINE—Meets 4th Sunday each month at 1 p. m., Arcanum Hall, 116 Main st., Bangor, Me. H. N. Bates, Chief

THE RAILROAD TELEGRAPHER.

- Tel., Gardiner, Me.; B. A. Brackett, S. & T.
10 Merrimac st., Bangor, Me.
- NO. 12, BELPRE, OHIO—Meets 4th Wednesday of each month, at 626 Depot st., Parkersburg, W. Va. P. Costello, Chief Tel., Belpre, Ohio; G. J. Steurer, S. & T., 626 Depot st., Parkersburg, W. Va.
- NO. 13, WEST SUPERIOR, WIS.—Meets 3d Sunday of each month, at 8 p. m., at Ritchie Hall, 806 Tower av., West Superior, Wis. D. A. Short, Chief Tel., 1620 Oaks av., West Superior, Wis.; D. A. Short, S. & T., 1620 Oaks av., West Superior, Wis.
- NO. 14, ROANOKE, VA.—Division covers the Norfolk & Western Railway System. Meets subject to call of Chairman. C. E. Layman, Gen'l Chairman, Troutville, Va.; T. H. Lankford, Gen'l S. & T., Cloverdale, Va.
- NO. 15, OTTAWA, ONT.—Meets on 4th Sunday of each month at Glen Robertson, Ont. G. W. Shepherd, Chief Tel., Alexandria, Ont.; F. S. Griffin, S. & T., Eastmans, Ont.; R. E. Allison, Local Organizer, Ste. Justine Station, Que.; P. D. Hamel, Ass't S. & T., Blue Bonnets, P. Q.
- NO. 16, NIAGARA FALLS, ONT.—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. m., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. A. J. Broderick, Chief Tel., Niagara Falls, Ont.; B. Knight, S. & T., Niagara Falls, Ont.
- NO. 17, BALTIMORE, MD.—Meets 3d Friday of each month at 205 Fayette st., Baltimore, Md. Q. A. Geise, Chief Tel., Union Station, Baltimore, Md.; J. B. Finnan, S. & T., General Delivery, Baltimore, Md.
- NO. 18, CLEVELAND, OHIO—Division covers the New York, Chicago & St. Louis Railroad System. Meets subject to call of Chairman. R. W. Keyes, Gen'l Chairman, Conneaut, Ohio; F. R. Terbrack, Gen'l S. & T., 69 Yonkers st., Cleveland, Ohio.
- NO. 19, FORT WORTH, TEXAS—Meets on the 3d Monday each month at 8 o'clock, p. m. B. H. Green, Chief Tel., care F. W. & D. C. Frt. Office, Ft. Worth, Texas. J. R. T. Auston, Sec'y. and Treas., 110 S. Main st., Ft. Worth, Texas.
- NO. 20, GALVESTON, TEXAS—Division covers the Gulf, Colorado & Santa Fe Railroad System. Meets subject to call of Chairman. C. B. Clark, Gen'l Chairman, Ladonia, Texas; T. Hickey, S. & T., Cleburne, Texas.
- NO. 21, CINCINNATI, OHIO—Division covers the Cincinnati, Hamilton & Dayton Railroad System. Meets subject to call of Chairman. John G. Wenk, Gen'l Chairman, Glendale, Ohio; A. C. Bushwaw, Gen'l S. & T., 438 So. Cincinnati st., Dayton, Ohio.
- NO. 22, ST. LOUIS, MO.—Division covers the Missouri, Kansas & Texas Railroad System. Meets subject to call of Chairman. E. B. Hill, Gen'l Chairman, Troy, Texas; F. N. McQuarie, Gen'l S. & T., Oswego, Kans.
- NO. 23, TOPEKA, KAN.—Division covers Atchison, Topeka & Santa Fe Railroad System. Meets subject to call of Chairman. S. S. Comer, Gen'l S. & T., 917 Fullerton Building, St. Louis, Mo.
- NO. 24, WILLIAMSPORT, PA.—Meets 2d Tuesday each month at 8 p. m., Whitman Hall, West Fourth st., Williamsport, Pa., and on the 4th Wednesday of each month at 8 p. m., Harmon's Hall, Main st.; Lock Haven, Pa. C. E. Sturgis, Chief Tel., 44 Linck Building, Williamsport, Pa.; J. I. Klingenberg, Gen'l S. & T., Sunbury, Pa.
- NO. 25, PALESTINE, TEXAS—Division covers the International & Great Northern Railway System. Meets subject to call of Chairman. B. C. Palmer, Gen'l S. & T., McNeil, Texas.
- NO. 26, BRUNSWICK, MD.—Meets 1st Friday of each month at 8 p. m., at Red Man's Hall, Brunswick, Md. C. D. Shewbridge, Chief Tel., Keep Tryst, Md.; E. L. Harrison, S. & T. Brunswick, Md.
- NO. 30, PHILADELPHIA, PA.—Meets 3d Friday at 8 p. m., in Dental Hall, N. W. corner Thirteenth and Arch sts., Philadelphia, Pa. J. L. Hughes, Chief Tel., 1225 Sansom st., Philadelphia, Pa.; James Hutton, S. & T., 1489 North Fifty-third st., Philadelphia, Pa.
- NO. 31, ST. LOUIS, MO.—Division covers the Missouri Pacific Railroad System. Meets subject to call of the Chairman. T. W. Barron, Gen'l Chairman, Mo. Pac. Tel. Office, Equitable Building, St. Louis, Mo.; R. C. McKain, Gen'l S. & T., 1615 East Fifth st., Sedalia, Mo.; F. L. True, Ass't Gen'l S. & T., Sedalia, Mo.; R. C. McCain, Ass't Gen'l Chairman, Sedalia, Mo.
- NO. 32, ST. LOUIS, MO.—Division covers the St. Louis & San Francisco Railroad System. Meets subject to call of the Chairman. J. W. Knightlinger, Gen'l Chairman, Newton, P. O., I. T.; C. K. Clayton, Ass't Gen'l Chr'man, Pratt City, Ala. L. Stevens, Gen'l S. & T., Valley Park, Mo.
- NO. 33, PITTSFIELD, MASS.—Meets 2d Sunday and 3d Wednesday of each month at N. Y., N. H. & H. R. R. Freight Office, S. Church st., Pittsfield, Mass. F. H. Barker, Chief Tel., Pittsfield, Mass.; H. A. Roel, S. & T., 223 New West st., Pittsfield, Mass.
- NO. 36, ANDOVER, OHIO—Meets last Thursday evening of each month at 7 o'clock at J. O. U. A. M. Hall, Andover, O. G. F. Wolcott, Chief Tel., Williamsfield, O.; E. H. Rood, S. & T., Andover, O.
- NO. 37, CINCINNATI, OHIO—Division covers the Cleveland, Cincinnati & St. Louis Railroad System. Meets subject to call of Chairman. Wm. Baer, Gen'l Chairman, North Vernon, Ind.; T. A. Sawyer, Gen'l S. & T., Gallion, Ohio.
- NO. 38, COLUMBUS, OHIO—Meets 2d Monday evening, at 8 o'clock, at Odd Fellows' Temple, S. High st., Columbus, Ohio; L. A. Bowman,

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- Chief Tel., Orient, Ohio; Percy E. Wright, S. & T., Box 148, Worthington, Ohio.
- NO. 39, SAGINAW, MICH.—Division covers the Pere Marquette Railroad System. Meets subject to call of Chairman. M. E. Dennison, Gen'l Chairman, Elk Rapids, Mich.; R. R. Darwin, Gen'l S. & T., 236 Spruce st., Saginaw, Mich.; Local Chairmen, W. S. Nicholson, Monroe, Mich. (Toledo to Saginaw); H. A. Stroupe, Clare, Mich. (Saginaw to Manistee and Ludington); A. Brooks, Minden City, Mich. (Saginaw to Port Huron, including Port Austin and Almont Divisions); T. H. Wallace, Edmore, Mich. (Saginaw to Grand Rapids); A. A. Watson, Brighton, Mich. (Grand Rapids to Detroit); F. N. Stuart, Zeeland, Mich. (Grand Rapids to New Buffalo, including all C. & W. M. branches.)
- NO. 40, RICHMOND, VA.—Division covers Chesapeake & Ohio Railway System. Meets subject to call of Chairman. E. L. Stratton, Gen'l Chairman, Balcony Falls, Va.; G. P. Grogan, Gen'l S. & T., Russell, Ky.
- NO. 42, NEW YORK, N. Y.—Division covers the Erie Railroad System. Meets subject to call of Chairman. Wm. Clancy, Gen'l Chairman, Mansfield, Ohio; W. L. Abbott, Gen'l S. & T., Hammond, Ind.
- NO. 44, NEW YORK, N. Y.—Meetings 2d Wednesday at 8 p. m. and 3d Tuesday at 10 a. m., of each month, Klobutscheck's Hall, corner Vernon and Borden avs., Long Island City, N. Y. T. A. Gleason, Local Pres., 688 E. 163d st., New York, N. Y.; H. E. Regensburg, S. & T., 162 Twelfth st. Long Island City, N. Y.
- NO. 47, CHARLOTTETOWN, P. E. I.—Meets 3d Thursday of each month at 8 p. m. at B. I. S. Hall, Charlottetown, P. E. I. J. A. Kelly, Chief Tel., Royalty Junction, P. E. I.; L. F. Muncey, S. & T., Charlottetown, P. E. I.
- NO. 48, LIMA, OHIO—Division covers the Ohio Southern Railroad System. Meets subject to call of Chairman. E. English, Gen'l Chairman, Jackson, Ohio; H. C. Mitchell, Gen'l S. & T., Uniaopolis, Ohio.
- NO. 49, PUEBLO, COLO.—Division covers the Denver & Rio Grande Railway System. Meets subject to call of Chairman. J. G. Garland, Gen'l Chairman, Orient, Colo.; L. H. Woolsey, Gen'l S. & T., Swallows, Colo.
- NO. 50, PORTLAND, ORE.—Meets on 3d Monday of each month at 9 p. m., at Portland, Ore. A. Rose, Chief Tel., 755 Vancouver av., Station B., Portland, Ore.; A. O. Sinks, S. & T., Jefferson St. Depot, Portland, Ore.
- NO. 51, GROVE CITY, PA.—Division covers B. & L. E. Railway System. Meets subject to call of Chairman. R. O. Waddell, Gen'l Chairman, Cranesville, Pa.; B. E. Crouch, S. & T., Gehrton, Pa.
- NO. 52, PITTSBURG, PA.—Meets 1st and 3d Saturday each month at 8 p. m., at Rosso's Hall, 229-231 Diamond st., Pittsburgh, Pa. H. T. McGuire, Chief Tel., 256 S. Highland av.,
- Pittsburg, Pa.; S. J. Konenkamp, Sec'y, 2705 Jane st., Pittsburgh, Pa.; W. L. Grubb, Treas., 2402 Carson st., Pittsburgh, Pa.
- NO. 53, Southern Pacific System Division covers the Southern Pacific Railway lines. Meets at 8 o'clock p. m., in the lodge room, No. 909 Market st., Pythian Castle, San Francisco, Cal., 2d Saturday each month, Local Chairman W. E. Davidson of the Western District presiding, and 4th Saturday of each month, Local Chairman F. G. Wetzel of the Coast District, presiding, and the 1st Tuesday of each month at the residence of L. N. Buttner, Port Costa, at 8 p. m., Bro. Buttner presiding in the absence of all members of the Local Board for the Western District. W. E. Davidson, Gen'l Chairman, Hotel Metropole, Oakland, Cal.; D. W. Koppikus, Gen'l S. & T., East Oakland, Cal.
- NO. 54, ST. PAUL, MINN.—Division covers the Northern Pacific Railway System. Meets subject to call of Chairman. F. A. Brown, Gen'l Chairman, Marshall, Wash.; J. E. Dafoe, Gen'l S. & T., 319 Thirtieth st., south, Billings, Mont.
- NO. 55, CLEVELAND, OHIO—Division covers the Wheeling, Lake Erie Railway System. Meets subject to call of Chairman. F. H. Howe, Gen'l Chairman, Curtice, Ohio; F. H. Hess, Gen'l S. & T., Wheeling, W. Va.
- NO. 56, QUINCY, ILL. — Division covers the Omaha, Kansas City & Eastern and the Omaha & St. Louis Railroad. Meets subject to call of Chairman. H. M. Davis, Gen'l Chairman, Blanchard, Ia.; J. S. Burkhard, Gen'l S. & T., McFall, Mo.
- NO. 57, HOUSTON, TEXAS—Division covers the Houston & Texas Central Railroad System. Meets subject to call of Chairman. W. J. Burke, Gen'l Chairman, Denison, Texas; G. C. Morgan, Gen'l S. & T., Hearne, Texas.
- NO. 58, WILMINGTON, DEL.—Meets 3d Tuesday evening, 3d floor Western Union Building, Third and Market sts., Wilmington, Del. P. Charles Bogan, Chief Tel., Edgemoor, Del.; W. J. Holton, Gen'l S. & T., Iron Hill, Md.
- NO. 59, BOSTON, MASS.—Division covers the Boston & Maine Railroad System. Meets subject to call of Chairman. J. B. Bode, Gen'l Chairman, Chelsea, Mass.; J. A. Belding, Gen'l S. & T., Gilbertsville, Mass.
- NO. 60, SALT LAKE CITY, UTAH—Division covers the Oregon Short Line. Meets subject to call of Chairman. A. E. Beamer, Gen'l Chairman, Kemmerer, Wyo.; W. A. Hawk, Gen'l S. & T., Melrose, Mont.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blais, Chief Tel., Causapsal, Que.; R. A. McMillan, S. & T., Eel River Crossing, N. B.
- NO. 62, CLEVELAND, OHIO—Meets 1st Saturday evening at B of L F. Hall, Cor. Pearl and Jay sts., Cleveland, Ohio. C. F. Mayer,

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- Chief Tel., 231 Wade av., Cleveland, Ohio;
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- NO. 63, MONCTON, N. B.—Meets 3d Thursday
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Main st., Moncton, N. B. S. C. Charters,
Chief Tel., Point du Chene, N. B.; M. Mc-
Carron, S. & T., Moncton, N. B.
- NO. 64, LEVIS, QUE.—Meets 4th Friday of each
month at 8 p. m. at Terminus Hotel, Levis,
Que. J. H. O'Hebert, Chief Tel., Madding-
ton Falls, Que.; F. Samson, S. & T., St. Val-
lier, Que.
- NO. 65, GRAFTON, W. VA.—Meets 2d and 4th
Wednesdays of each month at 8 p. m., K. of
P. Hall, Main st., Grafton, W. Va. L. G.
Cockrell, Chief Tel., Tunnellton, W. Va.; E.
F. Garity, S. & T., Box 54, Grafton, W. Va.
- NO. 66, TRURO, N. S.—Meets 3d Thursday of
each month at Crowes' Hall, Inglis st., Truro,
N. S. J. W. Gunn, Chief Tel., Belmont, N.
S.; Geo. O. Forbes, S. & T., Spring Hill Jct.,
N. S.
- NO. 67, WILKESBARRE, PA.—Meets on the 2d
and 4th Friday each month, at 8 p. m., O. U.
A. M. W. Hall, No. 31 W. Market st.,
Wilkesbarre, Pa. E. E. Evans, Chief Tel., 136
S. Grant st., Wilkesbarre, Pa.; J. Nelligan, S.
& T., Ashley, Pa.
- NO. 68, CUMBERLAND, MD. — Meets 3d
Wednesday of each month at 8 p. m. at Me-
chanics' Hall, Cor. Baltimore and Liberty sts.,
Cumberland, Md. W. G. Morris, Chief Tel.,
2 Polk st., Cumberland, Md.; R. C. Cornwell,
S. & T., Patterson's Depot, W. Va.
- NO. 69—OGDEN, UTAH—Meets 2d Wednesday
in each month at 8 o'clock p. m. at John-
son's Hall, Ogden, Utah. A. D. F. Reynolds,
Chief Tel., care Underwood Typewriter
Agency, Ogden, Utah; C. N. Custead, S. & T.,
2061 Madison st., Ogden, Utah.
- NO. 71, OSKALOOSA, IOWA — Meets 3d
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at Oskaloosa, Iowa. L. P. Ballinger, Chief
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- NO. 72, ST. JOSEPH, MO.—Meets 3d Tuesday
of each month at 8 p. m. at 623 Mount Mora
Road, St. Joseph, Mo. H. E. Trader, Chief
Tel., St. Joseph, Mo.; W. E. Reese, S. & T.,
Box 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Sat-
urday of each month at 8 p. m. on the 4th
floor Odd Fellows' Hall, Broadway, Mauch
Chunk, Pa. J. D. Kuntz, Chief Tel., Mauch
Chunk, Pa. Hon. J. N. Weiler, S. & T., Lock
Box 17, E. Mauch Chunk, Pa.
- NO. 74, ELIZABETH, N. J.—Meets 2d Saturday,
8 p. m., each month, in Star Theater Building,
East Jersey st., near Broad st., Elizabeth, N.
J. A. K. Gerry, Chief Tel., 129 Broadway,
Elizabeth, N. J.; M. H. Shafer, S. & T., 626
Monroe av., Elizabeth, N. J.
- NO. 75, MACON, GA.—Meets 2d Sunday each
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Ga.; J. W. Perry, Chief Tel., Millen, Ga.;
J. P. Mercer, S. & T., Macon, Ga.
- NO. 76, CHICAGO, ILL.—Division covers the en-
tire Chicago & Northwestern Railroad. Meets
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Gen'l Chairman, Roscoe, Ill.; C. A. Ransom,
Gen'l S. & T., Roscoe, Ill.
- NO. 77, DENVER, COLO.—Meets 2d Friday
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Colo.; C. M. Hurlburt, S. & T., Room 50,
Union Depot, Denver, Colo.
- NO. 78, BOSTON, MASS.—Meets 2d Tuesday
evening each month at 8 o'clock. Thomas
Nelson, Local S. & T.
- NO. 80, NEW HAVEN, CONN.—Division covers
the New York, New Haven & Hartford Rail-
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ous Chairmen. B. A. Beckenstein, Gen'l
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Gen'l S. & T., Divide, Colo.
- NO. 82, NEW YORK—Division covers the Dela-
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subject to the call of the Chairman. I. H.
Kattell, Gen'l S. & T., Port Dickinson, N. Y.
- NO. 83, BANGOR, ME.—Division covers the
Bangor & Aroostook Railroad. Meets sub-
ject to the call of the Chairman. F. B. Gal-
lant, Gen'l Chairman, Ashland Junction, Me.;
B. E. Webber, Gen'l S. & T., Old Town, Me.
- NO. 84, CAMDEN, N. J.—Meets 3d Monday at
7:30 p. m., at Central Hall, S. W. Cor. Fourth
and Arch sts., Camden, N. J. T. J. McCabe,
Chief Tel., 122 N. 11th st., Camden, N. J.;
W. S. Cafferty, S. & T., 28 West Cedar av.,
Merchantville, N. J.
- NO. 85, TRENTON, N. J.—Meets 1st and 3d Fri-
days at 8 p. m. at Concordia Hall, 33 West
State st., Trenton, N. J. J. J. Boles, Chief
Tel., 210 Fifteenth st., Jersey City, N. J.;
N. T. Bryson, S. & T., 53 Yard av., Tren-
ton, N. J.
- NO. 86, ALTOONA, PA.—Meets 2d and 4th S-
undays of each month at 8 p. m., at I. O.
F. Hall, Twelfth st., between Tenth and Ele-
venth avs., Altoona, Pa. J. W. McCoy, Chief
Tel., Kipple, Pa.; Geo. D. Dinges, S. & T.,
2105 4th av., Altoona, Pa.
- NO. 87, SCRANTON, PA.—Meets 1st Monday
of each month, Watt's Hall, Carbondale, Pa.,
and 3d Monday, each month, Raub's Hall, 134
Wyoming Ave., Scranton, Pa.; M. F. O'Mal-
ley, Chief Tel., Olyphant, Pa.; D. P. Pace,
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- NO. 88, DALLAS, TEX.—Division covers the
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THE RAILROAD TELEGRAPHER

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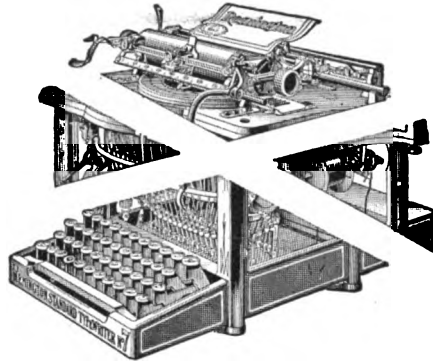
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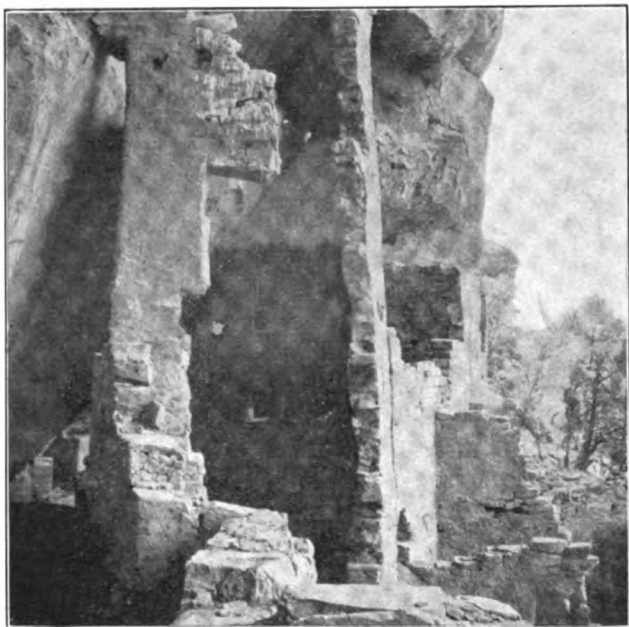
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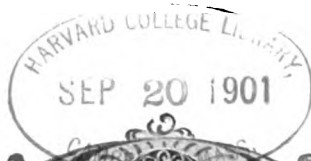
THE CLIFF DWELLERS OF COLORADO.

Decorated interior of one of the ruins in the Mancos District. This is the only decorated house so far discovered in the district.



THE HOUSE IN POOL CANON.

Great masses of rock have fallen from the roof of the cliff and the roof is cracked in several places still. From under these rocks the pottery shown here was taken as were also several mummies and various articles such as baskets, mats, etc. Photos by J. E. Bobbitt.



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EDITORIAL

IS THE TRAIN DISPATCHER A SEMI-OFFICIAL?

THE question suggested by the headline is one that is constantly recurring in different parts of the country, and, like some other questions, will never be permanently settled until it is settled right. The subject is of more interest to train dispatchers than to any one else, and telegraphers are inclined to let the dispatchers have their own way about it, right or wrong.

From the dispatchers' point of view, it may not be exactly correct to class them as ordinary employes, because their work is of an executive nature, requiring mental attainments of the highest degree in railroad life. It is true that they use the Division Superintendent's name or initials to train orders, and in other things act for him, when he knows absolutely nothing in regard to what is being done. The same thing goes on when the superintendent is absent from town or asleep at his home. It is the train

dispatcher who actually formulates the train order and sends it or causes it to be sent to the telegraphers to be delivered to the train and engine crews. Neither the chief dispatcher nor Division Superintendent can watch all the moves made on the wire; therefore, the trick man at the train sheet is invariably wholly and solely responsible for accuracy in movement and safety of trains.

In the latter half of the second trick and the whole of the third trick the train dispatcher is in control of the road, and practically the "whole thing," as far as officialdom is concerned, because the rest of them have retired from the scene of action.

The fact that he signs another man's initials to his own good work is an absurdity that should have been dispensed with long before single track railroading reached its present importance.

In the opinion of some, dispatchers should be considered as officials, because some chief dispatchers have the power to

hire and discharge men. If this is to be taken as a criterion it must be remembered that section foremen usually have the power of hiring and discharging their laborers, and that roundhouse foremen hire and discharge all their help; thus the demarkation between officials and employes becomes more obscure.

From the telegraphers' point of view, a train dispatcher is a brother telegrapher, who has received well-merited promotion. When both are members of the Order business is conducted at the top notch of efficiency, and the telegrapher will do everything necessary to make the dispatcher's work successful, even putting himself to much trouble to keep the dispatcher informed as to movements or failures that will be useful to him. One favors the other, and *vice versa*, but always to the betterment of the service.

Where the dispatcher considers himself so much superior to the telegrapher that he cannot affiliate with him in the lodge room, there is usually friction, and no end of complaints in regard to the service, and what is still worse, there is usually good ground for the complaint. The pleasant promptness and efficiency that characterizes the work on a Brotherhood wire is superseded by slow, unwilling, and often inefficient work on the part of the telegrapher, matched with a corresponding amount of ascerbity and biting sarcasm on the part of the dispatcher. One is exasperated with the work of the other, and neither knows nor cares as to the basis and cause of the ever-present friction. The telegrapher is ever ready to do his duty as he sees it all times. He knows the company's rules, and adheres closely to them, and while following this course cares very little about the question of status that may be bothering the dispatcher. The telegrapher notices that when a dispatcher gets *persona non grata* with his superior, or has made an error in the performance of duty, that he does not get the privilege of resigning, as other officials do, but is discharged without sign or ceremony much the same as those who are considered the least important of employes. When such an unfortunate incident takes place he does not get paid up to the end of the current year, as is usually the custom with higher officials, but

his check usually tallies up closely with the last day that he actually worked.

There are many other things that point to the conclusion that in times of trouble higher officials are ready to give them entry into the charmed circle, and after the trouble has blown over the warmth of their friendliness is succeeded by a chilling frost.

Approaching the question from the standpoint of "Good of the Order," it is desirable that every dispatcher should consider himself a telegrapher of the highest class, and that he should continue his affiliation with his organization. Not only because of the fact that he cannot then be used for "pulling other people's chestnuts out of the fire," not only because he adds prestige and strength to the Order, but for the security and confidence it gives him in his own position.

The fallibility that is inherent in the human race is responsible for his making a slight error now and then. This usually results in instant dismissal unless there is a committeeman skilled in his business who can go to the proper official and present his case for him and respectfully ask for his reinstatement for certain good reasons that he knows of.

The Order has reinstated many dispatchers where officials had heard only one side of the case and took the rest for granted. There is always two sides to any case, and one story is very well until the other is told. Membership in the Order places the dispatcher on a manly and independent footing that he cannot possibly enjoy without it; not only this, but it makes his position more permanent, and adds to his stability in every way. At the same time he is identified with every man he is working with on the wire on a plane of pleasant equality, and through them affiliated with the engine and train crews, who are proud of the fact that the man who issues the orders is "true blue" himself.

In other countries the boss belongs to the union, as well as the men, and those best informed on the workings of unionism in America, and fully aware of its beneficent effects, are not wholly averse to the idea of railroad officials, whatever their rank, wearing the button of Brotherhood.

Therefore, the Order of Railroad Telegraphers cares nothing for the fine lines of distinction drawn by others, but will protect its members wherever found, regardless of whether they are train dispatchers, officials, semi-officials, or just plain, ordinary telegraphers.

AN APPRECIATIVE RAILROADER'S GIFT TO HIS EMPLOYEES.

IT IS very seldom that one of the kind of men who build railroads through rough mountain ranges and across trackless plains show a touch of sentiment. Their lives are fully occupied in contending with difficulties which to men of smaller caliber would seem insurmountable obstacles, but to them are ordinary matters, to be overcome with close application and an exercise of resourcefulness that is an entire stranger to defeat. Such a man was William J. Palmer, the promoter, builder, and for many years the president of the Rio Grande Western Railway. He has recently distributed among his old employes a million dollars' worth of stock as a token of appreciation of the value of their services.

It is a commendable action from any point of view, and one that points to the fact that there is at least one man who knows that the good and faithful service on the part of employes is what builds up a road, makes betterments and extensions possible, pays interest on bonds and dividends on stock. In a measure, it also indicates that there is one man who appreciates the fact that, although these employes may have been paid their wages up to date, they still had an interest in the property above and beyond the wages they had received.

Ethically speaking, they have an interest in the property, because they have helped to build it up. Neither law nor custom recognizes this at present, but it is true, nevertheless.

If the actions of Gen. Palmer in this regard were the rule with employers, instead of the remarkable exception, perhaps there would be no labor question.

There is, however, a constantly growing conviction among economists and thinkers that, perhaps, it is as well that the labor question is to be settled along entirely dif-

ferent lines, in order that it may be settled forever.

The story of Gen. Palmer's gift, told by the *Denver Times*, is as follows:

"To William J. Palmer, former president of the Rio Grande Western Railroad, belongs the credit of being the only man who has successfully carried out the idea of co-operation of labor in the conduct of a railroad. It may be said with equal force that he is the only capitalist in the country who has rewarded the faithfulness of employes by the distribution, unostentatiously, of more than \$1,000,000.

"When the Rio Grande Railroad was projected the Rocky Mountains were known only as an unexplored wilderness, with here and there a little settlement where hardy prospectors sought to reveal the secret of Nature's wealth. Calculating business men predicted that to build a railroad through such a trackless waste was little less than sheer folly. With due respect for the judgment of his friends and business associates, Mr. Palmer listened to their protestations, but his faith in the future of the region knew no bounds of narrowness.

"He interested capitalists in the gigantic enterprise of crossing the continental divide by a route across Colorado, and the magic with which the country became a productive district, yielding revenue far beyond his most sanguine hopes, was startling. Then he conceived the next great link in the powerful commercial chain toward the Pacific. Again he was met with opposition of mistaken, but well-meaning friends and associates. They urged that the Utah desert was incapable of greater development than had already been accomplished in the vicinity of Salt Lake by the industry and frugality of the Mormons.

"But the Rio Grande Western was built. It was through a country wholly occupied by the Indian and game of his hunting grounds.

"When the road was completed President Palmer made a trip over the system. He stopped at every station and met every gang of laborers. From superintendent down to the poorest section man he met each one personally and imbued them with the spirit that had prompted the expenditure of millions to build the line. The


country could be developed only by the united effort of every man on the system.

"The road became all that he had predicted, and more, too. It became not only an immensely profitable railway, standing as the most notable example in the entire West of superior railway management, but was soon known as the principal line between the East and West. Many of the same men who had pledged their faithful services to the president remained with the company through all the years of its growth. Then came a day when, with regret, they heard that their great general had decided to retire.

"The sale was ratified soon after, and they thought they had severed connections of a generation with the president. But one day the mail brought each a communication. With it they found inclosed shares of the preferred stock of the company. It was a present to them from President Palmer, though he characterized it only as 'a share of the profits that belonged to them.' Colonel D. C. Dodge and George Kramer, whose master minds have directed the operating department all these years, received \$100,000 each. George Dodge, assistant superintendent, now general agent at Denver of the Rio Grande and Rio Grande Western, received \$10,000. Section foremen and station agents received sums ranging from \$2,000 up. Not a man of the army of employes was forgotten.

"It was done quietly, without any blare of trumpets or attempt to gain publicity. Indeed, the reverse was the wish and effort of the big-hearted, broad-gauge railroad man, retired to enjoy in peace and comfort of his cultured though modest home the declining years of a life that has been devoted to making 'two flowers grow where one grew before,' and who stands among all men as a high type of 'The Greater Faith.'"

A STANDARD BLUFF.

 S SOON as the telegraphers on any system of railway discover the necessity of being organized and forthwith institute a Division of the Order of Railroad Telegraphers, it is curious to note that immediately thereafter items appear in all the nearby newspapers in regard

to that system of railway being about to inaugurate a telephone system to supersede its telegraph department. Notwithstanding the fact that more than half a dozen systems have circulated this kind of news during the past year, not one of them have as yet carried out the plan, although it has in some instances had the effect desired of deterring the weaker members from pursuing the matter of obtaining an increase in pay.

One of the latest items of this kind reads as follows:

"The use of the telephone instead of the telegraph for operating and train dispatching has long been advocated by some progressive railroad operating men. The system was tried on various railroads, but, according to the authorities who made the tests, it proved unsatisfactory for various reasons. It was said that it was unreliable, as mistakes in the way of misunderstood orders were likely to happen, the main objection urged, however, being that there would be no record made of orders transmitted.

"These disadvantages have been overcome by the methods employed on the _____ Railroad. Under the system used a series of blanks is provided covering all the usual orders, such as to hold a train on a siding, wait for further orders, and some forty-odd more, making a total of forty-four orders, all numbered consecutively. The superintendent, train dispatcher, or whatever other official sends an order fills in the required blank. This is then telephoned by giving the number of the blank and the two or three words consecutively for insertion in the blanks. The receiving official or employe repeats this message of three or four words to prevent mistakes, and then fills in his blank of the same number.

"In this manner a message can be sent much faster than by telegraph, and the risk of a mistake is minimized. In case of doubt about any message the sender of the same can be called up at will.

"In this manner, it is claimed, the safety of passengers and freight is greatly increased, and faster transportation is made possible through saving of time in the yards. Moreover, the small army of tele-

graph operators now employed can practically be done away with."

The trouble with that plan is that there must be a receiving "official or employe," and if they can find any that are willing to work for less than telegraphers have been doing, they must intend to import them from China or Japan. In asserting that this proposed method will be faster than that of telegraphy, they are mistaken, for an expert, or even an ordinary telegrapher, would have the order written out and correctly repeated back to the dispatcher before a less experienced man could get himself squared around to write three or any other number of words. The risk of making mistakes in telegraphy when competent men are employed is reduced to zero.

It is only when cheap students or apprentice hands are employed that slow and imperfect work is done, and it is only considerations of stingy economy that would sanction their employment.

Their claims in regard to greater safety must be taken *cum grano salis*, for economy does not always mean safety. The last paragraph of the item would explain the motive if it was anything else but a bluff. If they do away with the small army of telegraphers they would have to hire some one to look after the telephone, and there would consequently be no saving, in that as a man who works must live, and the telegraphers have been living on a bare subsistence for many years past.

Telephones are very useful adjuncts to a well-equipped railroad telegraph office. Where the block system is established they can be used to advantage between stations to learn whether the block is clear or not. In yard work they are simply indispensable, but practical men would hesitate about using them for the purpose of moving trains against one another in opposite directions on the same track. The telephone has its legitimate uses and also its limitations.

As officials are mostly practical men, it is only fair to presume that the telephone stories are in the nature of a bluff, calculated to deter the telegraphers in their efforts to better their condition. Telegraphers as a class have sufficient intelligence not to oppose the introduction of economies or new labor savers; they would hail the day when

all labor could be done by mechanical and electrical devices, but while telegraphy is necessary they will insist upon fair remuneration for their work.

At the present time telegraphers are an absolute necessity, and, in fact, one of the most important factors in the civilized world. Knowing this, they will "call the bluff."

LABOR DAY.



NE of the most encouraging features of the reform movement is the gradual growth of interest in the observance of Labor Day which may be noticed in every large city in the United States. Each succeeding year breaks the record for longer and more pretentious parades, and more general observance of the day among union and non-union workers. It is attracting the attention of the politicians, as well as the so-called captains of industry.

Notwithstanding the immense amount of work done by union men in promoting the union cause, the publicity that has been given it in thousands of labor papers, and the space devoted to it in ordinary newspapers, it has to be admitted that the field has been scarcely scratched. Strike breakers are voted into prominent positions by the ballots of working men, firms making scab goods are able to continue in business year after year, even newspapers published with the ban of organized labor upon them are able to exist. All this indicates that there is an immense amount of work to be done yet, and each succeeding celebration of Labor Day will give renewed courage for the herculean task. There is at the present time an immense field for proselyting among the rich and the middle class, as well as the poor.

The rich generally hold to the idea that they have a right to run their business as they see fit, without consulting the poor beggars they have on their payrolls. It is not unusual for them to treat their horses with far more consideration than they do their men. To them it is right to offer a man the "Going Wage," and order him off the premises if he has the impudence to say that it is not enough. Through their pe-

cular spectacles it looks all right to deprive the poor of their right to use the land, without which no one can live, and force laborers to compete with one another in an open wage market. They will, without one qualm of conscience, pit one hungry man against another when both are seeking a chance to support their families by selling their labor.

The idea of a poor man (whose only capital is his labor) having anything to say about the price on what he has to sell means to them the upsetting of society and the inauguration of chaos. They prate wisely about the law of supply and demand, and ignore the fact that the ruling classes interfered with the operation of that law in ages past by monopolizing the land and thereby depriving the poor man of the opportunity of making his living in an independent state, and forcing him to sell his labor on a badly manipulated market. It is a mark to the credit of the rich that they do not yet understand these things.

It is the province of the union man to teach them.

The middle class also need to be taught that prosperity for those who do the hard, manual labor of the world means prosperity for the professional man, the tradesman and all others who manage to make their living without soiling their hands. If this truth was forced upon them they would not be so anxious to take up arms to put down a strike; neither would they line up at the ballot-box to show their slavish adulation for Mammon.

The poor, who are always most active in fraternal work, the most consistent foes of hard-headed commercialism and the most liberal in charitable deeds, still need further enlightenment on the matter of standing shoulder to shoulder at the ballot-box, as they do at all other times.

Labor Day means much for the three classes, for it will be the means of calling the attention of the thoughtless to the earnest work being done for the betterment of mankind.

Labor Day brings up the subject of labor's dissatisfaction for discussion among those who never thought the matter was worth a single minute of their time. Its

moral influence is too great to be even approximately estimated.

The mission of Labor Day is to so educate the world that the emancipation of the down-trodden toiling wage slave may be brought about by peaceful methods. On that account, if no other, it should be respected, and, as far as possible, observed by every patriotically inclined person in the land.

AN INCIDENT IN THE BATTLE.

NEWSPAPER dispatches emanating under date of September 5, 1901, from Key West, Fla., U. S. A., tell of an incident in labor's struggle for emancipation that will not be generally believed by those who habitually take the employer's side of the controversy. The telegraphic report has a medieval air about it that makes it piquant, as well as interesting. It is as follows:

"The 13 abducted leaders of the striking cigar-makers of Tampa, Fla., have returned from exile. The men who composed the central committee of Resistencia Union of Tampa arrived here on a small fruit schooner, the Gertrude, of this port. Marooned on a barren, uninhabited isle off the coast of Honduras, they had, by an unexpected turn of fortune, escaped death from exposure and starvation and made their way to civilization and safety.

"They believe it was the intention of their captors that they should never return from exile. The authorities of Washington have instructed the United States District Attorney at Jacksonville, Fla., to make an investigation of the matter. Sworn depositions of the men taken before Federal officers have been mailed to Washington.

"The party consisted of six Spaniards, six Cubans and one Englishman. The Cubans and the Englishman, however, are naturalized American citizens. The men, whose names are Francisco Rodriguez, Ramon Pignero, Luis Barcia, Reino Prieto, Jose Fugeo, Pedro Carellas, Estranislau, Lansa, Eustacio Valdez, Badilio Parronda, Jose Belen Valdez, Crencencio Gonzales and Charles Kelly, all bear evidence of the hardships encountered during their forced

exile and present a pitiful appearance. The stories they tell are substantially the same.

"Luis Barcia, who was taken at midnight from the bedside of his wife, whose accouchement had taken place three days before and whose death has since been reported as a result of the shock incident to her husband's disappearance, says he was forced into a closed carriage and taken to the railroad station, where he was put into an electric car, of which the lights were out, the current having been shut off.

"Eight of his comrades, who had been similarly captured, were put, with himself, into the rear compartment of the car and taken to Ballast Point, a few miles west of Tampa, on Hillsborough Bay. Four other members of Resistencia Union had previously been taken through the woods in a wagon to the same place, where a tug, with steam up, awaited them.

"Several of the guards on the car, the men say, were prominent citizens of Tampa, and well known to them.

"After a brief conference at Ballast Point the 13 men were dragged aboard the tug and the start was made amid derisive farewell from the abductors on the dock.

"The tug headed for the schooner Marie Cooper, which was riding at anchor in the stream with all sails set. The men were transferred to the schooner under a heavy guard. This was on Tuesday night, August 6. A stiff breeze soon carried them down the bay and out to sea.

"As day followed day in dull monotony, without any indication that a landing was contemplated, the kidnaped men, who had been kept in ignorance, not only of their fate, but of their probable destination, became uneasy and requested to know where they were being taken. They were told they would be landed on English soil, far enough away to prevent a return to the United States for a long time.

"On the seventh day land was sighted, and the captives were informed that their destination had been reached. Nearer approach revealed a long, low stretch of sand beach without sign of human habitation. The men were landed at night, each one receiving \$5.

"A box of soda crackers, two small hams, three cans of beef and about a gallon of

water were placed on the beach. The boats then returned to the schooner, which immediately set sail and disappeared in the distance.

"For days they wandered along the beach, hushbanding their meager supplies, and without encountering a human being or sighting a sail. Their small stock of provisions finally gave out, the water supply was exhausted, their hands and faces were burned by the tropical sun and their feet blistered by long marches. They began to despair of ever reaching home and had almost given up the fight when they were discovered by an Indian. He brought aid, took them to the mainland and guided them to the plantation of a Mr. Bruno, where they were well received. Their immediate wants were supplied and they procured a small boat to take them to Truxill.

They were told by Mr. Bruno that, from the description they gave of the island, they had evidently been landed near the mouth of the Plantation River.

At Truxillo they had the good fortune to meet two Cubans, formerly residents of Florida, and now engaged in fruit culture there, who supplied funds and hired a schooner to take them to Bonacco, where they were equally fortunate to find the schooner Gertrude seeking a cargo of fruit for this market. They chartered her and sailed for Key West.

CONSTITUTIONAL AMENDMENTS.

ATTENTION is called to section 51 of the Constitution in regard to the method of making amendments. It reads as follows: "This Constitution and Statutes can only be altered, amended or repealed in the following manner: The proposed change, which can be offered only by a regularly elected delegate or grand officer, shall quote in full the section to be changed, incorporating the alteration or amendment sought to be made, which shall be filed with the grand secretary and treasurer not less than thirty days prior to the meeting of the next biennial convention, and the grand secretary and treasurer shall have all such alterations or amendments printed and a copy forwarded to each subordinate Division.

Upon the assembling of the Grand Division a copy of all alterations or amendments received shall be furnished to each representative by the grand secretary and treasurer, and shall be considered by the Grand Division in the order in which they were filed. Any alteration or amendment adopted by a two-thirds vote shall constitute a part of the Constitution or Statutes of the Grand

Division, to take effect at such time as may be determined by the meeting, otherwise it shall be rejected and so declared. Provided, that by a majority vote any bill may be taken up out of its regular order and considered. Nothing herein shall be construed to prevent the Grand Division at any session by a two-thirds vote from amending this Constitution or Statutes."

Editorial Notes

For the information of an inquirer, will some one tell us how the signal "OS" originated?

The thirteenth regular and third biennial session of the Grand Division convenes in St. Louis, Mo., on the second Monday in October.

To the telegraphers working twelve hours per day for \$40 per month, the prosperity now blessing the United States seems to be doing so only in spots.

Patriotism of the right kind is exercised by those who make it their business to buy goods bearing the union label. It is the little factor that will bring on a peaceful revolution.

System Divisions have been established on the Illinois Central and Buffalo, Rochester & Pittsburg Railways during the past month. The Order is gradually reaching out, and will eventually cover every railroad in the country.

Thoreau said, "The measure of a man's learning is the amount of his voluntary ignorance." Is it not "voluntary ignorance" that perpetuates the present enslaved state of the world's wealth producers?

Philadelphia Division No. 30 has started an encouraging fund for the benefit of the striking steel workers. Its membership aims to send \$100 or \$150 per month to them during the continuance of the strike. Such actions are very much to be commended. They indicate unionism of the right sort.

Do you favor promoting the welfare of a quarter of a million steel workers, or helping a few millionaires get richer? Do you favor millionaires organizing and preventing working men from doing the same thing? Do you favor the plan of the buyer of labor setting his own price on what he wants to buy?

C. A. Faust, an old-time telegrapher, sends *ye editor* a couple of fine specimens of Hat Marks. The name is done in German text and blended colors with a new kind of pen, making a very pretty effect. He is one of the firm yclept the Auto Pen and Ink Manufacturing Co., whose ad. can be found elsewhere.

The strike of the trackmen on the Canadian Pacific Railway was declared off on August 30th last. By mutual agreement the trackmen will be admitted to contractual relations with the company six months from the date that the strike was declared off. They made a good fight, and will eventually get what they were contending for.

The man who says the working people will be subdued if the Steel Trust defeats the Amalgamated Association has another guess coming. Such an idea is not to be entertained for a moment. Americans will never be in a worse state of slavery than they are at the present time. They are slowly but surely working out their emancipation. A defeat once in awhile is only an incident in the game, and serves to turn thousands into radicals who formerly prided themselves on their conservatism.

The conversation one hears in public places, street cars, sleeping cars, etc., reminds us forcibly that there is an invisible but insurmountable barrier between men holding two widely different and powerful ideas. On one side are those who pay reverential respect and homage to wealth and power, and those who possess both, on the other, people who are trying to devise plans whereby the wealth and power they create by their labor may be conserved for their own benefit. Any man in a few minutes' talk on common-place subjects will disclose to the observer on which side of the barrier he belongs.

The Shirt, Waist and Laundry Workers are in conflict with the combined manufacturers of shirts, collars and cuffs, known

as the United Shirt and Collar Co., of Troy, N. Y. It seems that the operatives have had to buy their own machines and wear them out on their employers' work. They have had to buy their thread from the factory in which they are employed and pay through the nose for it, or suffer dismissal. Apprentice boys are put under contract for three years, at the rate of \$3 per week, and the rest of the commercial grind can better be imagined than described. They manufacture the well-known "Lion Brand." Bear it in mind when purchasing.

Here is a business proposition. If J. Pierpont Morgan and his partners would treat with union men as they desire to be treated, he would have the friendship of every man in his employ and the good will of many others. In addition to this, he would be able to set the price on his goods by means of the monopoly he enjoys, and at the same time continue to pay his help only a moiety of the wealth that they, by their labor, produce for him. If he opposes them in these matters now, in a short time he will have to contend with a greater body of men, who will not only insist upon having every cent they earn, but make a powerful effort to confiscate the property that labor has been despoiled of in the past, and that is now being used as a menace to the welfare of those who produced it.





ONE OF THE ANCIENT ABODES OF THE CLIFF MEN OF COLORADO.
Photo by J. E. Bobbitt.



PUEBLO INDIANS SELLING POTTERY AT THE DENVER AND RIO GRANDE
DEPOT AT ESPANOLA, NEW MEXICO.

PERSONAL MENTION

BORN.—To Bro. and Mrs. John Frost, at Oxford, Miss., on August 2, 1901, a fine O. R. T. girl.

BORN.—To Bro. and Mrs. W. T. Duncan, of Ripplemead, Va., August 7th, a twelve-pound O. R. T. boy.

BORN.—To Bro. and Mrs. M. V. Fowler, of San Francisco, August 14th, a fine O. R. T. girl. Bro. Fowler is at present with the Southern Pacific at Bakersfield, Cal.

BORN.—To Bro. and Mrs. C. T. Goulding, of Elmwood, Ont., a fine ten-pound O. R. T. boy. It will take some time for the son to attain the dimensions of his father, notwithstanding the good start.

BORN.—To Bro. and Mrs. W. H. Butler, of Fitzgerald, Ga., August 30, 1901, a fine ten-pound boy—every inch O. R. T.—and has been named Perham, in honor of our grand secretary and treasurer. It's up to Bro. P.

MARRIED.—At Irene, Ill., August 28, 1901, Bro. E. E. Harrington, of Freeport, Ill., and Miss May Norman, of Irene, Ill., were united in the holy bonds of matrimony. The telegraphers extend their hearty congratulations and best wishes to the happy couple.

MARRIED.—At Provo, Utah, on September 1, Miss Lida Adams and Bro. A. J. Purchase were united in matrimony. The happy couple are now located at Tucker, Utah, where Bro. Purchase is day operator for the Rio Grande Western. The boys join in extending heartiest congratulations and best wishes.

MARRIED.—Bro. J. W. Stockdale and Miss A. Leflar were united in marriage at Toronto, on August 28, 1901, the Rev. A. B. Chambers officiating. Miss Leflar is the daughter of the late John Leflar, of Orange-

ville, and Bro. Chambers is agent for the Canadian Pacific Railway at McIlville Junction, where the happy couple will reside in future. The telegraphers extend hearty congratulations.

MARRIED.—Bro. A. C. Wilson and Miss Mahala Sanders were united in marriage at Sealy, Tex., July 3, 1901. The bride is the only daughter of Rev. C. T. Sanders, and Bro. Wilson is chairman of the fourth district, M., K. & T. System, Division 22. The ceremony was performed by the bride's father at 6:30 P. M., in the Baptist Church, before a large gathering of friends, who had assembled to wish them a long and happy journey along life's pathway. The church was beautifully decorated. At 8:40 P. M. they went north on "Katy" flyer for a visit to Indiana. Congratulations.

DIED.—Bro. E. L. Hayes passed away at his home in Pembyrn, Pa., on July 18, 1901. He was a member of Williamsport (Pa.) Division No. 24. The telegraph fraternity extend their sympathy and condolences to the family and other relatives of our deceased brother.

WANTED.—Present address of L. V. Longergan; last heard of in Old Mexico. Lon, if you see this, write me. W. H. Jones.

WANTED.—Present address of James G. Ash. Last heard of was working for the Grand Trunk Railway. J. T. Meaney, Pendleton, Ont.

WANTED.—Present address of J. M. Clark, formerly with W. J. & S., at Atlantic City, N. J. J. Hutton, 1489 North Fifty-third street, Philadelphia, Pa.

WANTED.—Present address of Bros. R. Boswell and William Reynolds, members of Denver & Rio Grande System Division No.

49. L. H. Woolsey, G. S. & T., Swallows, Colo.

WANTED.—Present address of J. H. Blake. Anyone knowing his present address will confer a favor by writing B. R. Darwin, secretary and treasurer, 236 Spruce street, Saginaw, Mich.

WANTED.—Present address of Mr. Thos. J. Casey, a telegrapher. Last heard from was with the Northern Pacific Company in Montana. Tom, if you see this, write me. Henry Peterson, Langtry, Tex.

WANTED.—Present address of Charles T. Andrews, telegrapher. Last heard from at Escalon, Mexico. C. A., if you see this, write J. C. Disler, operator P. & W. Railway, Struthers, Mahoning Co., Ohio.

WANTED.—Present address of J. T. Brennon. Last heard of was working on the St. Louis & San Francisco Railway, at Fort Smith, Ark. Jack, if you see this, write W. G. B., Lock Box 19, South Superior, Wis.

WANTED.—Present address of Mr. E. J. Canfield. Last heard of in Springfield, O., in 1898, working for the Big Four. Anyone knowing his present whereabouts will confer a favor by dropping me a line. Ed, if you see this, write. F. H. Cavanaugh, in care of Southern Pacific Railway, Halleck, Nev.

WANTED.—Present address of John Cronin, a member of Division No. 42; believed to be working for some Western road. As he has not been heard from for over a year, information as to his whereabouts will be greatly appreciated by his mother. H. B. Perham, Grand Secretary and Treasurer.

Bro. T. E. Goss, of Shawnee, O. T., was one of the lucky ones at the recent land opening, and got a claim. He says he is going to do something with it for the benefit of wornout and disabled telegraphers.

Mr. D. H. Lavenberg, an old-time train dispatcher from the Lake Shore & Michigan Southern, and Wheeling & Lake Erie Railroads, has been appointed superintendent of the Toledo Division of the Lake Shore Electric Company. The telegraphers are glad to see one of their number forging to the front.

Lost.—O. R. T. watch charm; gold, star shaped, with sounder and wreath on one side, and the monogram, "J. A. D.," on the other, on Monday, August 19th, between 8:50 A. M. and 9:45 A. M., and between Twenty-sixth and Brown streets and Fifth and Chestnut streets, Philadelphia. Any information leading to discovery of the same will be greatly appreciated by the owner. James A. Donahue, 772 North Twenty-sixth street, Philadelphia, Pa.



Gleanings

The truest wisdom is a resolute determination—*Bonaparte*.

* * *

By the street of by and by, one arrives at the house of never.—*Cervantes*.

* * *

About 23 out of every 1,000 coal miners the world over are killed annually.

* * *

The man of sense examines and discusses, that he may be consistent in his opinions.

* * *

Persecution is the reward of innovation, in whatever form it appears.—*Dr. Macnish*.

* * *

The coal handlers of Springfield, Mass., have won their strike for a general increase in wages.

* * *

Mother Jones has been in Chicago to attend the launching of the National Union of servant girls.

* * *

Don't kick a man when he is down, unless he is absolutely crooked—then put the spurs to him.

* * *

While the union is raising wages 5 per cent. the capitalist class is raising prices 50 per cent.—*Leon Greenbaum*.

* * *

Farm laborers of Indiana went out on strike, after forming a union, for higher wages and shorter hours, and won.

* * *

The Cigarmakers' International Union, by a referendum vote, has decided to postpone its proposed convention for three years.

* * *

The biggest pumps ever used were used to pump out Lake Haarlem, in Holland.

They pumped 400,000 tons daily for eleven years.

* * *

Small habits well-pursued betimes, May reach the dignity of crimes.

Hannah Moore.

* * *

The leather workers of Lowell, Mass., have secured recognition of their union and wage increases aggregating \$8,000 a year.

* * *

The garment workers' strike in New York and Brooklyn is still on. About 7,500 Italian tailors joined the strikers this month.

* * *

Let us be content to work,
To do the thing we can, and not presume
To fret because it's little.

—*E. B. Browning.*

* * *

I know but three ways of living in society: You must be a beggar, a robber, or a stipendiary, i. e., a worker for wages.—*Mirabeau*.

* * *

Often do the spirits
Of great events stride on before the events,
And in To-day already walks To-morrow.

—*Coleridge.*

* * *

The workingmen of Kewanee, Ill., are preparing to start a co-operative store with a capital of \$25,000. Five hundred shares of \$50 each.

* * *

Carriage workers of Cincinnati about 2,500, have been locked out, and the bosses openly declare that they intend to smash the union.

* * *

All the Chicago central labor bodies are discussing the advisability of amalgamating.

It is claimed they would represent upward of 100,000 workers.

* * *

There has been recently invented in Germany a noiseless pneumatic typewriter on lines which are entirely different from any of the existing designs.

* * *

In the French Chamber of Deputies a motion that the Declaration of the Rights of Man should be posted up in all schools was adopted by 542 votes to 1.

* * *

It has been announced that \$30,000 of the \$100,000 needed for the new Labor Lyceum of Brooklyn has been raised. It is hoped to complete the building by January 1.

* * *

The International Typographical Union has invested over \$10,000 of its reserve fund in United States bonds, and will continue this policy until \$100,000 are thus secured.

* * *

Weep not that the world changes; did it keep

A stable, changeless state, 'twere cause indeed for grief.

—Bryant.

* * *

The International Longshoremen's Association has decided to extend its organization to the freight handlers, and will take immediate steps to organize those so employed.

* * *

Denmark is said to be the best organized country in the world. Recent statistics show that 76.7 per cent. of working men and 21.7 per cent. of the women are trade unionists.

* * *

It is said that one in every seventy-six of all the people in the United States is a pensioner. If this be true, it will not take many more wars to put the entire populace on the pension roll.

* * *

Plans are said to have been practically completed by the Great Northern for the equipment of from 75 to 150 miles of the Cascade division for operation by electric

power generated by waterfalls on the Sky komish River.

* * *

The New South Wales Labor party has declared uncompromising opposition to militarism, and demonstrations will be made against any further expenditures of money to make war in South Africa.

* * *

The United States government is having a machine constructed in Washington that will displace thirty expert mathematicians in the Bureau of Coast Survey, which calculates the movement of the tides.

* * *

The labor unions of San Francisco have adopted resolutions asking Congress to exclude the Japs as well as the Chinese from the United States. A petition will be presented to Congress at the next session.

* * *

The Central Railroad of New Jersey has issued orders prohibiting card-playing on any of its local trains. This action is said to have been taken as the result of a recent fight on one of the trains of the company, arising out of a game of cards.

* * *

The new law is to be enforced in the State of Washington prohibiting the employment of any female clerk or assistant more than ten hours. This applies to hotels, restaurants and stores, and will necessitate closing stores at 6 or 7 p. m.

* * *

The Chinese physician receives a salary from his patients as long as they are well, but as soon as they get ill his pay stops. If the rule prevailed on this side of the globe, many physicians who now have fat purses might find their lines cast in less pleasant places.

* * *

It will probably surprise many to know that there is a newspaper in the Esquimau language published in Danish West Greenland. The paper is probably published at a point further north than any of its contemporaries. The editor is Lars Moeller, an Esquimau, and his co-workers and typesetters are also natives.

We have a half belief that the person is possible who can counterpoise all other persons. We believe that there may be a man who is a match for events—against whom other men being dashed are broken—one who can give you any odds and beat you in the race.—*Emerson*.

* * *

Miss Ida May Jackson, of Milwaukee, has been appointed, under a new law of Wisconsin, woman factory inspector, and will be the first woman in the State to take up official work of this kind. Her grandfather was an editor, and she has been doing newspaper work for a dozen years past.

* * *

It is announced from New York that the electric storage battery has finally been perfected, and that omnibuses are being rapidly equipped with batteries. Technical journals continue to speak in the highest terms of Edison's new accumulator, and predict wonderful results from its early application.

* * *

The union-hating New York *Sun* is gloating because one railroad traffic manager estimates that 50,000 persons will be displaced by the consolidated railways and another manager says the number will be as high as 75,000. Very consoling for railway employes who vote as the *Sun* dictates.

* * *

The dividends paid by the Standard Oil Company last year exceeded the average earnings of 228,571 working people, says the Saginaw *Exponent*. The great Steel Trust expects to distribute twice as much among the holders of its securities—thanks to the generosity of the docile working people.

* * *

When a friend pointed out to Agassiz, the great scientist, that he was poor, and might as well make millions out of his knowledge, that great man replied: "I have enough. I have no time to waste in making money. Life is not sufficiently long to enable a man to get rich and do his duty to his fellow-men at the same time."

* * *

An imaginative chap has perfected a system under which all the governments of the

world are to be consolidated—a sort of universal trust—and he says all he needs to put it into effect is \$200,000,000, which he asked Mr. Carnegie to supply. Some unkind men wish to put this genius in an insane asylum.

* * *

The Chicago Great Western is said to be considering the plan of substituting electric for steam power for its suburban service between St. Paul and Randolph, Minn., 30 miles. Two plans are under consideration. One calls for a third-rail system and the other contemplates an overhead trolley with a return circuit.

* * *

In a special article in the New York *Worker*, a California writer shows that the small fruit growers of that State are being completely ruined by the fruit trust and the railway monopolies. The latter deliberately raise rates to crush out the little fellows, tons and tons of fruit are allowed to rot, and prices are thus maintained in the East.

* * *

An important definition on the question of the liability of employers for accidents to their workmen has been rendered by the Supreme Court of Illinois, which holds that the workman does not assume the hazard and release the employer when he undertakes a dangerous piece of work, unless the danger is so imminent that a man of ordinary prudence would not incur it.

* * *

About the only "labor law" that the Pennsylvania Legislature enacted from the large batch of bills handed in was one to increase the number of mine inspectors. Now it turns out that glaring errors have been discovered in the law, and it is quite probable that it will become a dead letter. There are more ways than one of skinning a cat—and also the working class.

* * *

The Trades Union Label League of Troy, N. Y., have struck upon something that fills a long-felt want. They are contemplating furnishing every union man with a pocket memorandum containing fac-similes of all union labels, and that a clause be inserted in the obligation of every union, binding the

applicants not to purchase any but union labeled goods, if such can be had.

* * *

In this country the press is sometimes very unreliable, but over in Russia newspapers are not allowed to tell the truth. Russia's best known paper, the *Nova Vremya*, of St. Petersburg, was recently suspended for a week by the Minister of the Interior for publishing an article on the strikes in that country, in which the wretched condition of the Russian working people was exposed.

* * *

It is reported that the tobacco trust pays the girls it employs in the manufacture of cigars the princely sum of \$2.50 per week, 60 cents of which goes for car fare. You will notice that the girls have \$1.90 per week for living expenses. How do you think it would suit one of the trust magnates to live on such wages for a week or two during this hot weather? He would not see many yacht races, would he?

* * *

The librarian of Congress is supervising the compilation of an exhaustive history of journalism in America. The work will comprise more than 2,000 pages, and will contain information about all the newspapers and periodicals published in this country since 1704, as far as State, county and municipal records can guide the librarian to the facts. Extinct publications will be included in this compilation as well as those still flourishing.

* * *

At New Orleans, since the victory of the machinists, the blacksmiths and blacksmiths' helpers have secured the nine-hour day and an advance in wages; also, the molders and pattern-makers. In fact, all trades are said to have bettered their conditions. Street railway employes, without striking, have changed their hours from twelve and fourteen to ten and ten and a half, and wages have been advanced from 13¼ cents to 18 cents per hour.

* * *

The treaty excluding the Chinese from the United States does not terminate until December 8, 1904; but the law providing for the enforcement of the treaty stipula-

tions expires May 5, 1902. Hence, unless Congress shall before the latter date reenact the present law, with such additions and extensions as experience has demonstrated to be necessary, the gates will be thrown wide open for the full, free, untrammelled, and possibly, overwhelming immigration of the hordes of Chinese into America.

* * *

A number of Indian railways have agreed to co-operate in a scheme circulated some time since by the government of India for the training of soldiers in railway duties as guards, drivers, firemen, and station masters. The object of the scheme is to provide the government with an emergency corps of soldiers trained in railway duties to co-operate with the civil staff of volunteers available for service on State railways, on or beyond the frontier, and also to supplement the civil staff in time of war or disturbance.

* * *

On August 8, at Pullman, Ill., Oren Lawrence, cabinet maker, aged 70 years, shot his former foreman, Gustave Doemling, because he discharged him on account of old age. After arrest Lawrence stated that he had lived in Chicago since 1850, and most of that time worked for the Pullman company. He complained that Doemling preferred young foreigners to old experienced Yankee workmen. When young and robust he was an excellent workman, and one of the trusted employes of the company, but that did not count with them now that he was too old to work.

* * *

At the last session of the California Legislature a bill was passed authorizing the formation of a State Railroad police force, to consist of a body of 100 men selected by the railroad companies of the State. They are detailed for duty on all the ferry-boats, and also accompany all excursion trains where large crowds are carried. Being State officers, they are empowered to make arrests at any point in the State, thus obviating delay in calling for county officers. Their presence is expected to have a wholesome effect in preventing disturbances at "picnics" and like gatherings.

MISCELLANY

THE RISE AND GROWTH OF WEALTH.

BY E. BENJ. ANDREWS, LL. D.

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WE confine our thought in this chapter to the last two classes of conditions named at the head of chapter XI., the strength of the labor force of a country and the circumstances which fur-



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nish opportunity for making the utmost possible out of a given quantity of labor.

In estimating the labor force of a country we have to canvass two elements, the immaterial and the physical. Nations differ exceedingly in both these particulars. The

efficiency of labor may vary greatly between two communities whose hours of work per annum are equal, one excelling the other in the skill, spirit and vigor with which work is prosecuted. Superiority in these traits may turn upon the people's native strength, enterprise and will power, in all which prevail differences so great as at first to seem incredible. The lifting power of a Van Dieman's land native and that of an Anglo-Australian differs as 50 to 71. An English laborer is said to do double the work of a French laborer. Some of these peculiarities are inexplicable race idiosyncracies, others traceable to national experiences and habits favorable or unfavorable.

Touching the physical aspect of the labor force, there rise into view first and foremost the question of the present number of the population, and the question of its rate of increase. To the point of saturation a country or community is productive, other things being equal, according to the extent of its labor force. By this not the total population is meant, nor the number of persons who commonly or ever work, but the tale of hours worked, say, in a year. Increase of population is primarily due to the excess of births over deaths. The number of births we express by the birth rate—viz., the annual number of births per 1,000 of the population, one of the most interesting figures in statistics. A question of great importance is whether the excess of births over deaths is maintained more by the fewness of the deaths which occur or more by the multitude of the births which occur. Unless births exceeds deaths the population is, of course, not growing, and it is probably not gaining in a healthy way unless the excess

of births is kept up rather by paucity of deaths than by great number of births.

If many births are what sustain the rate much sickness is involved, calling from work not only the patients, but also their attendants. Take Norway and Bavaria. Bavaria has much the larger birth rate, 37.3 per 1,000 inhabitants yearly, to Norway's 34.7, but it also has much the more rapid death rate, 30.4 to Norway's 18.9, which is the lowest known; so that Bavaria's yearly increase per 1,000 is less than half Norway's—viz., 6.9 to 15.8. France has a very low birth rate, 26.2; also an exceedingly moderate death rate, 23.9, only Belgium (23.7) and Norway (18.9) having lower. But Belgium has a considerably better birth rate, 23.7, so as to increase 7.9 per 1,000 per year, to France's 2.3. A decreasing population is abnormal, yet not so rare, being the case with the American Indians, the South Sea Islanders, the Irish in Ireland, the French in certain districts of France. In Ireland the deficit is from emigration, in these parts of France from excess of deaths over births.

We referred just now to the situation when a country's population reaches "saturation." This, perhaps, needs a word of elucidation. There is a certain point up to which the greater the healthy population on a given territory, the greater is the territory's production per capita, but beyond which additions to population, even if perfectly healthy, will lessen the per capita yield. Up to this point of its saturation it is obviously good policy for a nation to encourage immigration and discourage emigration. After saturation is reached the reverse policy would be the wise one. In any case, of course, the character of the immigrants and emigrants in question is of importance. Rarely can any nation afford to let go its intelligent, hardy and temperate sons or to exclude people having these merits when they seek admission from other lands. Criminals, vagabonds and invalids can always well be spared.

The male population should outnumber the female, yet not too greatly. A main reason for the rapid growth of wealth in Australia is the fact that all over that country men are more numerous than women. (*Contemporary Review*, November, 1888, page

637.) This is not the case in the world at large. Taking all together the countries which keep statistics, 106 males are born to 100 females, and the male preponderance continues till about the age of puberty. After that the numerical relation is reversed and holds so through life. More work commonly done by women can be done by men than *vice versa*. For women to perform tasks fit only for men in time weakens the entire population. On the other hand, too great an excess of men would mean slow or no numerical growth.

The working hours per day should not be too long nor too short, the holidays neither too few nor too many. The more hours people work per diem the greater the production, provided energy and alertness are maintained, but as human endurance is limited men's per diem task must be so, and a holiday now and then works well. The observance of Sunday is undoubtedly an immense aid to a people's productive ability, but in certain lands where the Greek or the Catholic religion prevails holidays are too numerous for the population's best productiveness.

Clearly a country is fortunate in respect to its productive power if its idle, criminal, helpless and inefficient population is small, those, that is, who cannot or do not support themselves. Here are usually reckoned all persons under 15 or over 70, the remainder constituting the productive population. In France 68.6 per cent. are of the productive age, in England 61.2, in Germany 62.7, in the United States 59.6. Then there are the defectives, so-called, the blind, the deaf, idiots and the insane, of whom, among the civilized nations, the United States has the largest proportion, 496 to every 100,000, and Belgium the smallest, 266 per 100,000. To all these are to be added the paupers and beggars, and superfluous soldiers, servants and religious persons.

The ways and means of getting the utmost possible out of a given amount and quality of labor are, if we omit capital in general, whose advantages have already been discussed, of three main groups, physical and topographical advantages, labor-helping and labor-saving inventions, and the organization of labor itself.

A people's habitat is a prime determinant of its economic welfare. Its territory must be neither too large nor too small. Its superficial character, as mountainous, hilly or plain, is of importance to the ease and expense of building roads, railways and canals. Fertility and natural drainage count, as also spontaneous production in forests, wild birds, fishes and animals. Ostrich feathers, ivory, game, peltry and guano are in places important sources of wealth. The possession in a country of desirable beasts, birds, insects and plants is most fortunate, as is

all of great importance in relation to the country's power to pile up wealth. The seas bordering a country are of great value for the supplies of food which they afford. The late Spencer F. Baird regarded an acre of ocean equal to six acres of land in ability to produce food for man. Inland waters are equally valuable acre for acre, and, contrary to the usual order, more and more prolific, many or most of them, year by year.

Machinery makes possible much production which would not be possible without



CLIFF PALACE RUINS IN COLORADO.

This was apparently the capital city and the home of the king or ruler of the nation. Photo by J. E. Bobbitt.

the absence of noxious ones. In Russia 25,000,000 squirrels are killed yearly for their skins. The English government in Cyprus has sometimes spent \$15,000,000 a year in destroying the locusts which infested that island. Block island, part of the State of Rhode Island, has in poultry raising a very great advantage in the fact that no foxes, skunks or weasels exist there. An abundance of coal, stone and metals in a country, waters for drinking, irrigation, power and navigation, numerous and commodious harbors, salubrious climate and the proximity to the territories of customer peoples are

it. This occurs partly by the fineness and regularity of machine work, as in case of mowers, reapers and steam plows, and partly by sheer power as in heavy hauling, lifting and pumping. Sometimes the power furnished by machinery is not beyond what united human effort might yield, but has to be applied in some place like a mine, where men enough could not get hold. But the whole earth's population would be insufficient to do a tithe of the work which machinery performs. According to Mulhall the world's steam engine energy alone aggregated in 1880 28,952,000-horse power.


Figuring each horse power as equal to twelve men's power, steam was doing the work of 347,424,000 men. But engines, furnishing power alone, perform but a small part of the work done by machinery. Competent estimates regard machinery as doing in Great Britain alone the work of 700,000,000 men, a number probably in excess of the entire laboring population of the globe. It should be observed that machinery, like labor, gains in efficiency by organization, piece standing in rightly complementary relations with piece.

In forms of production intrinsically possible without them machines enormously spare the health, strength and morale of laborers. "A sewing machine does the work of twelve women. A Boston bootmaker with one man to run it makes 300 pairs of boots a day. In 1880 300 of these machines were at work in various countries and turned out 150,000,000 pairs. Glenn's California reaper will in twenty-four hours cut, thrash, winnow and bag the wheat from sixty acres. The Hercules ditcher removes 750 cubic yards of clay per hour. The Darlington borer enables one man to do the work of seven in tunneling and reduces the cost by two-thirds" (Mulhall). A single boy with a knitting machine does as much knitting as 100 persons could perform 100 years ago.

Last among the means for securing the greatest results from a given quantity of labor comes the organization of labor, either by composition as when several persons advantageously unite their efforts, e. g., in lifting a heavy weight or in proof-reading, or by division, where different portions of a task are advantageously parceled out to the persons or groups best qualified and best situated to perform them. This distribution of labor is exhibited by nations and districts, each of which, as a rule, engages in the industry or line of industries for which it is best fitted by its climate, natural products and relation to markets. Within each community, too, each sort of producers will usually be observed to busy itself with the sort of work best adapted to its powers. The advantages arising from the proper division of labor are, however, most strikingly apparent when relating to individuals, each doing the particular thing which he can do

the most easily and perfectly. Laborers thus vastly improve in dexterity. A good blacksmith, not specially used to making nails, turns out from 200 to 300 a day; one used to this, but with his hand out through other work, makes 800 to 1,000 a day; a boy even, who has never done anything else, makes 2,300 a day. This illustration is from Adam Smith. Another from the same author relates to the manufacture of pins. This work involved in Smith's day some eighteen distinct operations, each usually performed by distinct hands. Smith estimates that by this distribution the production was from 240 to 4,800 times as great as if each workman did all the parts, beginning and finishing each pin. At present when complicated machines play so great a part in all manufacturing processes, a wise division of labor has become more important than ever before.

HOMES OF THE CLIFF-DWELLERS.

 NE of the most attractive portions of Colorado, to the scientist, antiquarian, and, indeed, the general tourist, is that part in which are found the cliff-dwellings of a long extinct race. A brief description of one found in Mancos canyon will serve as a characterization of all. Perched seven hundred feet above the valley, on a little ledge only just large enough to hold it, stands a two-story house made of finely-cut sandstone, each block about fourteen by six inches, accurately fitted and set in mortar, now harder than the stone itself. The floor is the ledge of rock and the roof the overhanging cliff. There are three rooms on the ground floor, each one six by nine feet, with partition walls of faced stone. Traces of a floor which once separated the upper from the lower story still remain. Each of the stories is six feet in height, and all the rooms are nicely plastered and painted what now looks a dull brick red color, with a white band along the floor. The windows are square apertures with no signs of glazing commanding a view of the whole valley for many miles. The illustration shows a fortified watch-tower, indicating that these strange cliff-dwelling people were prepared to resist assault. Traditions are few and

of history there is nothing concerning this lost race. Their ruined houses only remain and some broken fragments of the implements made use of in war and peace. Typical cliff-dwellings are found near Espanola, on the New Mexico extension of the Denver & Rio Grande Railroad, and in the Mancos Valley, twenty miles south of Mancos, on the Rio Grande Southern Railroad. Researches are in progress concerning these extremely interesting ruins, and new facts are being developed concerning their architecture, but it is quite improbable that any certain light will ever be thrown on their origin or history.

HEADLANDS OF HOVEN-WEEP.

STANLEY WOOD.

In the sad Southwest, in the mystical Sunland,
Far from the toil and the turmoil of gain;
Hid in the heart of the only—the one land
Beloved of the Sun, and bereft of the rain;
The one weird land where the wild winds blowing,
Sweep with a wail o'er the plains of the dead,
A ruin, ancient beyond all knowing,
Rears its head.

On the canyon's side, in the ample hollow,
That the keen winds carved in ages past,
The Castle walls, like the nest of a swallow,
Have clung and have crumbled to this at last.
The ages since man's foot has rested
Within these walls, no man may know;
For here the fierce grey eagle nested
Long ago.

Above those walls the crags lean over,
Below, they dip to the river's bed;
Between, fierce-winged creatures hover,
Beyond, the plain's wild waste is spread.
No foot has climbed the pathway dizzy,
That crawls away from the blasted heath,
Since last it felt the ever busy
Foot of Death.

In that haunted castle—it must be haunted,
For men have lived here, and men have died,
And maidens loved, and lovers daunted,
Have hoped and feared, have laughed and
sighed—

In that haunted Castle the dust has drifted,
But the eagles only may hope to see
What shattered Shrines and what Altars rifted,
There may be.

The white, bright rays of the sunbeam sought it,
The cold, clear light of the moon fell here,
The west wind sighed, and the south wind brought
it,

Songs of Summer year after year.
Runes of Summer, but mute and runeless,

The Castle stood; no voice was heard,
Save the harsh, discordant, wild and tuneless
Cry of bird.


The spring rains poured, and the torrent rifted
A deeper way;—the foam-flakes fell,
Held for a moment poised and lifted,
Down to a fiercer whirlpool's hell.
On the Castle tower no guard, in wonder,
Paused in his marching to and fro,
For on the turret the mighty thunder
Found no foe.

No voice of Spring—no Summer glories
May wake the warders from their sleep,
Their graves are made by the sad Dolores,
And the barren headlands of Hoven-weep.
Their graves are nameless—their race forgotten,
Their deeds, their words, their fate, are one
With the mist, long ages past begotten,
Of the Sun.

Those castled cliffs they made their dwelling,
They lived and loved, they fought and fell,
No faint, far voice comes to us telling
More than those crumbling walls can tell.
They lived their life, their fate fulfilling,
Then drew their last faint, faltering breath,
Their hearts, congealed, clutched by the chilling
Hand of Death.

Dismantled towers, and turrets broken,
Like grim and war-worn braves who keep
A silent guard, with grief unspoken
Watch o'er the graves by the Hoven-weep.
The nameless graves of a race forgotten;
Whose deeds, whose words, whose fate are one
With the mist, long ages past begotten,
Of the Sun.

"AUTOS" FAST AS RAILWAYS.

 N automobile race from Paris to Bordeaux, a distance of about 345 miles, was won by a machine which covered the distance in sixteen minutes less than nine hours. The next best time was only eight minutes more than that of the winner, and the third contestant to arrive reached Bordeaux shortly after the second.

Here is a record of almost forty miles an hour for nearly nine hours together. It was not made on a track or any short stretch of selected roads, covered repeatedly, like a race course. The automobiles were driven more than half way across France, taking weather and roads as they came. But it is needless to say that the roads were all good.

European express trains seldom make as good time as this, for as long a run, ex-

cept on a few lines. It is very good speed for American railways. The average for our trains is far below forty miles an hour for distances of over three hundred miles. So the automobile is proved to stand on almost or quite the steam railway level in the matter of time when conditions are favorable.

It need hardly be said that no horse vehicle, saddle horse, or bicycle can make a decent pretense of matching such speed. Except the steam railroad, in its best estate, no means of travel yet devised by man can rival the work of the French automobiles which have just broken all records for long-distance racing.

This fact suggests the possibility of great things with automobiles on roadways constructed especially for their speed. It also proves that in any country where the ordinary wagon roads are good at all times, horseless carriages may be found extremely valuable in emergencies. They offer unrivaled means of carrying persons in great haste, on account of sickness or accident, to places out of reach by railroads, or at times when trains are not available. A doctor with a good automobile at command, where the highways were first-class, could be independent of railway service for any distance up to fifty miles.

But the automobile on bad roads is useless, or nearly so. In deep, soft mud, a slow horse can beat the best horseless carriage out of sight.—*Express Gazette*.

BUSINESS MAXIMS.

THE President of the London Chamber of Commerce recommends the following twelve maxims:

1. Have a definite aim.
2. Go straight for it.
3. Master all details.
4. Always know more than you are expected to know.
5. Remember that difficulties are only made to be overcome.
6. Treat failures as stepping stones to further effort.
7. Never put your hand out further than you can draw it back.
8. At times be bold; always prudent.

9. The minority often beats the majority in the end.

10. Make good use of other men's brains.

11. Listen well; answer cautiously; decide promptly.

12. Preserve, by all means in your power, "a sound mind in a sound body."

CAN ONE MAN EARN A MILLION DOLLARS?

CAN a person earn a million dollars in a lifetime? Let us see.

Labor is human effort. Land is all the elements and forces outside of man himself. Wealth is the result of application of the labor to land. Wealth, therefore, must be material, tangible, concrete.

In the light of these definitions, which accord with the latest and best political economy, it seems clear, indeed, that a million dollars must represent concrete things—buildings, cultivated fields, animals, vessels, railroads, etc.

Let us be generous with the producers and pay them the wages of Congressmen, viz.: \$5,000 a year, and then they would each have to live and work 200 years to earn a million dollars, to say nothing about accumulating it. But when we consider that the average wages in this country is less than \$500 a year, it is only a question of figuring to ascertain how long one would have to work to earn a million, and say nothing about his expenses in the meantime.

But it has been said that the average production of the worker in this country equals \$1,800 a year. A million dollars at these figures requires the labor of one average producer 555 5-9 years. This is a good long time for a person to work. And while it is a fact that the rich live longer than the poor, the difference can hardly be so much.

Let us assume that those who are rich have greater powers of production than those who remain poor, and let us assume further that the rich live long enough to enjoy 70 years in the production of wealth. Each one who accumulated a million dollars would, therefore, have to produce \$14,285.71 a year, or more than seven times as much as the average producer.

It is impossible for any one person to produce seven times as much as the average producer; it is improbable that anyone would have that sum given to him by its producers; and if it is not produced or given as a gift, how is it procured?

The conclusion is inevitable. The rightful ownership of a million dollars through the labor of any one person is impossible.—*Joseph Labadie in Detroit News Tribune.*

ECONOMIC TRAIN DISPATCHING.

IT is but natural that in discussing railway economics each should be more or less "narrow" in his views, and see things from a different standpoint from another, who is engaged in a different branch of the service. But with all of the prejudice (that's what it is) of the many classes of workers that go to make up what our British cousins call the "staff," the higher officials may learn something from the opinions of all.

There has always been more or less friction between the "train" and "mechanical" departments over the question of authority. In recent years the master mechanic has gradually become the subordinate of the train master the reason being, so it is said, that the master mechanic "favors" his men and engines too much; that the train master will "get more work out of them." It seems as though this theory is the accepted one, but now the matter is to be sifted still farther. Heretofore the train master has been recognized as the "boss" of the dispatchers. The fact that often these train masters are ex-dispatchers fits them not only to direct and supervise the train service on their respective divisions, but to direct the dispatchers in their duties as well. Now comes the argument that the train master should be subordinate to the chief train dispatcher, if economic train dispatching is to be accomplished. This, of course, will grate harshly on the ears of those train masters who are "masters of all they survey" on their respective divisions. The following is a paper on "Economic Train Dispatching," presented at a meeting of the Pacific Coast Railway Club by Mr. G. W. Turner, dispatcher, C. & E. I. Ry.:

A train dispatcher to an "up-to-date" railway bears identically the same relation that the heart does to the human system. When the train dispatching is out of order or not what it should be, the success of the company is, at that moment, retarded to a greater or lesser degree. * * * * *

The new manager figures that larger engines are necessary in order to increase the tonnage or hauling capacity and decrease the number of trains and expense of conducting transportation. Does he do so? Yes, I may answer. He apparently does at the start, but ask the traffic department if he is increasing the revenue. They will promptly and invariably tell you no. High-class freight that nets a big profit has been driven from them in consequence of so many serious delays incident to their being handled in big, unwieldy trains. The manager has simply made a showing in conducting transportation at a less figure than his predecessor at the expense of the revenues of the company.

My idea of good "transportation organization" to be recognized in the following order, is:

First—The superintendent who lays his plans, then to his chief dispatcher for fulfillment.

Second—The chief dispatcher, who more than any one else is allied more closely to the superintendent, and issues the necessary orders personally or through his dispatcher.

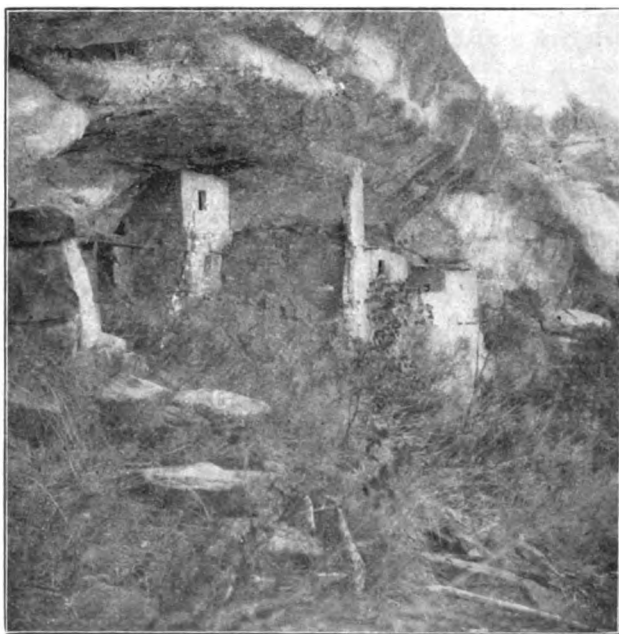
Third—The train master, whose duty it is to see that the chief dispatcher's instructions are carried out by the train and engine men.

Fourth—The head of the machinery department, who furnishes the power.

A chief dispatcher should never have to exceed two districts to supervise in order to successfully and carefully cover his territory. While he does not bear the name or title, he is, by reason of his close relation to the superintendent, the working head of the division. He should not be stinted on help, as everything depends upon him or his staff. The districts should not exceed 100 to 125 miles in length, and even less with heavy business. Trick dispatchers should have no clerical work, as is often the case, in order to save the expense of a cheap clerk. He

should do nothing but attend strictly to his own business, and that is handling his trains. Everything should be provided in order that he may give his trains his whole and undivided attention. A train master's duties should not be to supervise the work of the dispatchers by issuing arbitrary orders or interfering with them in any manner whatever, as in many cases it may conflict with dispatchers' instructions. He should be wholly subservient to the chief dispatchers and see that their instructions

ter mechanic's rating a little in order to obtain the best possible results. The rating should be made into winter and summer rate, and this subdivided into fast and dead freight tonnage. Having once established it, maintain it. Do not experiment every day or two to see if the engines will not haul a little more. Such experiments are costly and demoralize transportation. The train dispatcher is the one to change the rating—that is, to cut it under certain conditions of weather, etc. With each depart-



CLIFF DWELLINGS ON THE UTE INDIAN RESERVATION, COLORADO.

are carried out, locate the laggards and brace them up or drop them. The head of the machinery department who furnishes the power, should be allowed to rate his engines. No thoroughly up-to-date master mechanic will overrate his engines. Rather, he will underrate them a car or two that he may be able to keep his engines up to the standard and furnish first-class power. Without good power, a railway company is handicapped.

The superintendent, with the chief dispatcher and train master, in the assignment of the engines should even shade the mas-

ment thoroughly organized and its particular work outlined, everything will be harmonious and the best possible results obtained. The chief dispatcher will use his best energy, the train master will be on the alert and inefficient enginemen will be unknown and the humblest employe will be on the "qui vive."

Now that we have the organization, let us see what is necessary to make the train dispatcher a success.

First, he should be furnished a fair class of operators and be allowed the use of a 31 and 19 order. Only the running orders and

restricting the rights of a superior train should be 31 orders. All others should be 19 delivered on the run; stopping trains for orders is expensive. A common mistake with most dispatchers is in supposing that no delay occurs by putting out orders at regular stops. Experience shows that it invariably causes a delay, although it may scarcely be noticeable. Issue as few 31 and 19 orders as it is possible to be delivered. A good way to hurry your trains when necessary to restrict a train and it can be done, put out your 31 orders ahead of them and when it has served its purpose knock it down before they reach it. This can be done more than most dispatchers think. Get your trainmen used to receiving all their orders on the run and you make hustlers of them.

The block system is a serious drawback to prompt movement of all trains, and especially is it bad practice for trains to be blocked except in extreme cases. It makes careless trainmen, who do not protect their rear ends. Most of the roads who have a block system use what is known as a "permissive card." Some roads will give a passenger train a card on a freight train, but vice versa, never. Just think of such an absurdity! Did you ever hear of frequent rear-end collisions by a freight train running into a passenger? No. Have you ever heard the reverse? Yes, and it is on roads using a block system where trainmen have become careless.

The best block in the world is a red flag or lamp in the hands of a trusty trainman who is well supplied with torpedoes. The free use of fuses is a great help in getting trains over the road, and it is the means of preventing accidents. Their use on the C., R. I. & P. between Davenport and Council Bluffs can well be patterned after by others.

The trains should be so arranged that but one or two, as the business may necessitate, should have the set-outs and do the picking up. Don't have all your fast freight trains to pick up stock or perishable loads. Have your agents and connections understand that a certain train does the work, and no

other. Nothing is so harmful to effective train dispatching as to make a local out of all your freight trains. The same rule applies to passenger trains. When you have fast passenger trains scheduled not to stop, make it an iron-clad rule, and don't stop them for governor or general so-and-so. Rather than do so, handle them on a special. If this rule is followed, you will maintain a high grade of freight and passenger service, and your "on-time" trains will be the envy of your neighbor.

The matter of heavier tonnage has been a great study among all railways in the past few years, with the idea of equalizing strong competition, lower rates, etc., but, like many reforms, it is, to a greater or lesser extent, run in the ground. Nothing cuts into economic train dispatching so much as excessive tonnage. While we dispatchers in Rome must do as the Romans do, we can not help but comment on the crowding of power beyond its capacity. Why some managers who are so zealous in the curtailing expense in all departments will "save at the spigot and lose at the bung-hole," in this respect has been a source of great mystery to me. It is not only in one case, but the same condition of affairs exists on a number of leading railroads in this country. I believe giving trains what can be handled in good shape, but not at the expense of revenue.

There is still another feature on some roads that throws economy to the winds, and that is, forbidding conductors to reduce without instructions. Sometimes he may be a mile or two from the office. He may spend a couple of hours packing hot-boxes on some cars of dead freight, because he has no authority to reduce. You place confidence in your conductor and endow him with the necessary authority to reduce whenever necessary, and you will find not one conductor in a thousand who will take advantage of it, and if he does, he can soon be located. The conditions of the road are so changeable that the man on the ground can often better tell what he can do than the man in the office. To sum it all up, perfect harmony and thorough organization

is all that is necessary to establish economic train dispatching. — *Locomotive Firemen's Magazine*.

CONSIDER THE WORKERS.

THE absolute ignorance of the people who buy things about the conditions that prevail in the homes and shops of the people who make things will be the wonder of the less stupid generations of future years. Those of us who live in fine houses and touch electric bells for a living know more about the Greeks and Romans than we do about the living men and women who perform the useful work of the world.

Many a wealthy man lives in a fool's paradise. He is not willfully indifferent to the sufferings of others. He is only ignorant. As he dictates to his stenographer he does not know that her mother is dying of consumption for lack of the railway fare to Colorado. She is to him as much a part of the office furniture as the telephone.

He does not know that the paper upon which his letters are written was made in a Holyoke factory by half naked slaves who get 10 cents an hour.

He does not know that his clothes were made in a New York sweatshop and that little 5-year-old tots pulled out the bastings.

He does not know that the chair he sits in was made by the women carpenters of Michigan, who toil among boards and shavings and whirling belts for \$8 a week.

He does not know that the glass out of which he sips his ice water was made by a dying glass-blower, killed by the unhealthy conditions of his trade.

He does not know as he watches the curling smoke wreaths that his cigar was made by a young Jewess who suffered from nicotine poisoning, nor that the match with which he lit it was dipped by a pretty Swede girl who died shortly afterward of "phossy jaw."

When we look at a skyscraper, how many of us think of the men who built it? How

many of us have ever given ten minutes' thought to the dangers which these structural iron workers have to face every day? No insurance company will take these men as risks on any terms. Their union is their only protection. When one of them is disabled, he receives \$5 a week from his union, and in the event of his death his widow receives \$75.

There are so many accidents that the union cannot afford to pay more. As one of them said to me not long since, "The motto of our craft is, 'We do not die; we are killed.'"


How few of us know the hardships endured by the men who dug the foundations for these skyscrapers! In Manhattan the piers or caissons on which our high buildings rest are sunk from 60 to 130 feet beneath the surface. The "sand dogs" who do the digging work at the bottom of an iron shaft filled with compressed air, every one of them suffers severely sooner or later from the terrific air pressure.

They do not feel any evil effects while at work, but after they have reached the surface they frequently get what they call the "bends," a sort of tightening of the muscles, which is apt to leave them crippled. It gives them the most severe pain, and no doctor has been found who can cope with it. Rheumatism is nothing in comparison with it. None but the most robust laborers can escape the "bends" and endure the compressed air work for as long as four or five years. When the shaft is 125 feet deep, the pressure is so great that the men cannot stand it longer than 45 minutes at a time. Two shifts, or 90 minutes, are counted as a day's work, for which they receive \$2.50 each, enough to pay for a back seat at the opera.

If all the members of the Albany Legislature were compelled to do the work of the structural iron workers or the "sand dogs" for just one week, there would be the greatest boom in good legislation that this State has ever seen.—*Herbert N. Casson in New York Journal*.

OLD "GB," THE MAN AT "X."

BY WILL R. JOYES.

" LD GREG," the man who signed "GB" at the "X" yard office, had things all his own way on the string at night. He made life miserable for everybody, from the Dispatcher at "DI" down to the "OS" ham at "SU."

Swift! Well, I should say so; and none too smooth, either. He just would not come down—not him.

"Take it or get off the wire," he'd say, after you broke two or three times, and every time you broke after that you would get a new name, which generally would not please you very well. It was just impossible to keep out of a "scrap" with him. He seemed to be down on everybody, and nobody had any love for him.

One thing about "Greg," you just couldn't "break him up;" there was no use to try. Everybody did try, though (after they found there was no use of being gentle with him), and "fired" it at him with might and main, only to get that exasperating "GB" when they closed the key, and it always sounded as spiteful as could be, especially if a fellow had sent faster than he had ever done before.

It might not have been so bad if he had not bragged about it, which he did continually.

"Oh, you ham!" he would say, when you were just killing yourself sending to him.

"Why don't you hurry up?" And again, "I wish there were some operators on this road!"

Well, he had us all going his way; there was no use denying it. We could not do a thing with him, so we just had to take it all in the best manner possible. He appeared to get worse all the time, and imposed on some of the boys he appeared to have a spite against until they were about ready to quit. The man at "HF" he did a lot of work with finally had to lay off; they had so much trouble.

He had been gone about two weeks. When he returned to work and called me up one night. He told me to ground the wire south a few minutes. Then he told every operator on the line to get ready for

some fun, and watch "GB," as he had a job fixed up for him. He had been up to New York while he was laying off, and had brought a friend of his home who was considered one of the swiftest press operators in the city. He was going to get after "Old Greg" and give him a warming up that would last him for all time. We all waited excitedly for the fun to commence. Finally "Greg" opened up on the wire; he was in one of his worst moods, and by the time he got to "HF" he was trying to tear the wire down, and he "fired" some half a dozen messages at them fiercely, one after another. There was a pause after he finished, then the key opened and "OK" dragged out slowly, and very slowly, as he had all night to work in. The man at "HF" began a message, "What do you think you are doing—going to a funeral?" asked "Greg." breaking in.

"Oh, I don't know," came the reply from "HF" in the same slow way, and he started ahead again as slow as ever. This was too much for "Greg."

"Call the operator," he said, breaking in again.

"Now, I wonder what you want?" said the man "HF."

"I want somebody who can send that work; if there's no one there to do it, mail it," came the reply sharply.

"Oh, I can send it, but I hate to be broke so much," said "HF."

Well, what "Greg" said to him wouldn't stay on paper in any kind of ink. He was right in the middle of a lecture on the "Cheek of Hams," when, all of a sudden, something happened to the relay and sounder which seemed to make them tumble over each other. Then the sounder got up and began to walk around over the table; it sounded like forty geese all cackling at once. Then it appeared to settle down in one place, rocking from side to side, and the noise changed, and resembled the sound of a nest of bumble-bees when they are first stirred up. It was good "stuff," too—clear as a bell; it flashed through your mind like a dream.

Something was surely wrong at "X." Where was "GB?" Why didn't he break? Nobody could put that stuff on paper.

Every man on the line listened eagerly as message after message flashed away; there was a big bunch of them; they had let them accumulate for the occasion. Finally, the last message was finished, the work was done, the key closed with a snap and the sounder quivered and lay still. With strained ears every man along the line listened as the seconds slipped away—five, ten, fifteen—then, just as everybody was beginning to feel good, and the laugh was about

The press man from New York failed to come around and shake hands with the boys before he went back to the city. We learned afterwards that "GB" was considered the swiftest press operator in the country, and was only doing a little railroad work to rest up. He happened to know and recognize the press man who tried to burn him that night and sprang the story on him when he went back to the city. As for that man who worked at "HF" that night, he



HOMES OF THE CLIFF DWELLERS.—BALCONY HOUSE.

The best preserved of all the dwellings in the Mancos district. Note the precipitous nature of the cliff. The house is only accessible from above or from below by means of a rope. Photo by J. E. Bobbitt.

to be flung from call to call, the key opened with a click, and in that unconcerned manner, which no man could ever imitate, "GB" flashed out upon the line and the key closed again.

A strange and oppressive stillness settled upon the wires; all night their throbs were dull and heavy; even the dispatcher appeared to have lost interest in his work, while the chatter of the "OS hams" on the W. U. wire were changed to silence.

The next night a new man reigned at "HF;" a strange voice was upon the wire.

has not been heard of since. If anybody knows where he is we would like to have his address. He signs "MC," and they call him Mack for short.

AN UNRULY BRAKE.

"**M**E ever see the Rio Grande? A few. I've seen it pretty much from Brownsville to the Colorado line. But I'm not hankering to see it any more—at least not where it marks the end of Uncle Sam's land.

"Yet there was a time when the Rio Grande was the prettiest stream I ever saw. And the place where I saw it last and welcomed it as I never before did a river, was the place where it's at its worst, where it's dust dry ten months in the year, and flooding the country the other two.

"It was while I was running an engine on the Mexican Central. That's not a bad job now, and it was better then. You get your pay in gold, and you pay your living in silver, and if ever a man can save money that is his chance. That's what took me there, and the same thing tempted the rest of the boys, for, with the exception of the brakemen, all the train crews were American born. The Mexican is good in many ways, but he isn't up to running an engine or punching tickets.

"It was a good job, all right, but it had its drawbacks. One of these was the trick the Mexican government has of locking up the American part of the train crew whenever there is an accident. If they locked them up when they are to blame, it wouldn't be so bad; but down there they lock you up and then forget about you. In the course of a year or two they may remember you, and when they have satisfied themselves that the accident was an accident, and not a piece of cold-blooded devilry on your part, they let you go. But they don't apologize, and you don't get pay for lost time. So an engineer's job isn't pure joy down in Diaz land.

"I didn't know about these drawbacks when I took the job. But once I had it, I wasn't going to back out, and besides, I figured on not having any accidents. For a year it was all right. Then it had to come. I was running on the north division of the road, from Montezuma to Paso del Norte—it's Juarez, now. Charley Robinson was my conductor and Bill Elkins was firing. We had made the run to Ojo Caliente and were just pulling out, when Robinson jerked the air brake like mad. I knew something was up, and I couldn't see from my side of the cab. I wasn't waiting to look, though, and the way I handled the old machine to bring her to a stop was shameful. Just as I succeeded, Elkins called out from the footboard, where he had swung himself:

"'Too late, Dick. We've done it.'

"I knew what that meant. My first idea was to jump and run. But where could I run to? We were a hundred miles from the border, and I knew there was no chance. There wasn't time to think twice. In half a jiffy a swarm of police and soldiers, who are always about the stations, were in the cab and all over the tender. They had Elkins and me on the platform in a minute and looked as though they were going to shoot us at once. Then another company or two of soldiers came up with Robinson. He told me how it was. A Mexican full of tequila had made a run for the train as we pulled out. He tried to jump on the step, but his legs tangled up, and he went under the wheels before Robinson could get to him.

"We expected to be lugged off to jail, but one thing saved us for a time. There wasn't a man in Ojo Caliente who could take the train on. So the captain commanding the soldiers didn't know what to do. Finally, at Robinson's suggestion, he telegraphed for authority to let us finish our run under a guard of his men. That seemed the only way out of it, and, after the wires were kept busy for half an hour, the order came for us to go ahead. Six soldiers climbed into the cab, and sat, some on the tender and some on Jenkins' seat, with their guns pointed unpleasantly at us as we pulled out. A big batch were scattered through the train to keep watch of Robinson.

"I don't think the fellows in the cab enjoyed their ride much, but I know Elkins and I enjoyed it still less. Instead of going home at the end of the run, we were going to jail; and from what I knew of Mexican jails there would be no joke about it, especially when it might be years before we got a trial.

"It was a forty-minute run to San Jose, the next station, and in those forty minutes Elkins and I did some tall talking.

"'It's pretty tough to take the machine so close to the river and not be able to get across,' yelled Bill, as he took a rest from shoveling coal, 'I'd make a run for it if there was a chance, but there is no show with these cusses watching like they are.'

"I knew there was no show, once we had stopped in Paso del Norte. But, somehow, Bill's words put an idea into my head. When we got to San Jose I climbed down and made a bluff at looking over the engine. The station agent was an American, as they were, then, all along the line. While I was pretending to look at the wheels and to test things generally, I signalled to him and Robinson to come up. When they came, you would have thought they were leading a review of the whole Mexican army, there were so many baggy-breeched soldiers tagging along. There was one good thing for us about those soldiers, though, and that was that they didn't savey English. Still I wasn't taking any chances, and I kept on with my bluff of looking over the engine until Robinson and the agent wondered what I wanted.

"Something wrong with the old girl to-night," I said finally, pointing in at the trucks.

"The agent bent down to look, but Robinson understood that something was up.

"What are you driving at?" he asked.

"Why, there's something wrong," I said again. "She don't work the way she usually does. I had a hard time making her slow down for the station. Seems to me as if she wants to run away."

"Robinson and the agent looked at me, and I could see that they were beginning to understand.

"What is it; throttle or brakes?" asked the agent.

"Well, it's kind of a combination of both," I said. "It's hard to put on brakes, and when they are on, the shoes don't seem to bite right. And the shut-off is working harder than sin. I'm almost afraid she'll run away. I never had an engine do it with me, but I'm feeling, somehow, as if this one would. It wouldn't matter much, if the switches were right."

"I looked at the agent and saw that he knew what I was driving at.

"Might be a good thing for some people if she did run away," said Robinson.

"Yes," answered the agent, "and the switches will be right. They're all United States up the line, ain't they?"

"Every blessed one," I said.

"Then I'd bet on the switches," he answered.

"He didn't waste any more time talking, but went into his den and commenced working the telegraph key. I saw him at it as we pulled out.

"Between San Jose and Paso del Norte there was only one stop, and that was at Samalyuca, thirty miles from the river. We were late because of the accident, and I was pushing her along to pick up some of the lost time. The soldiers had got a little more used to the motion of the engine, and though they didn't like it they weren't looking so scared when we struck a curve. I felt better, too, because there was less danger of their guns going off by accident.

"I kept up my bluff that there was something wrong with the engine, and got one of the soldiers to help me with some bogus repairs. Bill had heard what I said at San Jose, and he was on. When we got near Samalyuca I made believe that I couldn't shut off steam. I pulled at the throttle but didn't release the spring catch, and so, of course, it wouldn't budge. Then I called to a couple of the soldiers, and they came and pulled, too, but it didn't do any good. Finally I shut off steam and brought her up, but we had run by the station and had to back in.

"Did she run away with you?" asked the station agent, as I climbed out of the cab.

"He was a bright young fellow, and there was a look in his eyes that showed me he knew what was up.

"She pretty nearly did," I answered. "I'm afraid she will, next time."

"She won't hit anything if she does," he replied. "I caught a message to San Jose that said the track was clear."

"Then I'm pretty sure the old girl will get fractious when she gets near the river," I said. "She's United States make, and she seems to want to go to her old stable."

"Robinson came up and we talked, and he and Elkins grinned at each other.

"I've fixed the air-brake," he said. "The soldiers can pull at it all day without making it work."

"'Good boy,' I answered. 'If she don't run clear home it will be because she hits something that stops her.'

"It is thirty miles from Samalyuca to Paso del Norte, and from the station there it's another mile to the station in El Paso, and half way between the two stations is that makebelieve river, the Rio Grande.

"The running card allows an hour and twenty minutes to Paso del Norte, but we were behind time, and I slammed her along. I was getting anxious as the time came for putting the scheme through. I began wondering what the soldiers would do when they found out what was up; whether they would let us run away with them, or whether they would get excited and shoot. But I decided to take the chance, anyhow, and, to keep them occupied, I went at the old bluff of getting them to help me with the engine. Bill joined in this game and hooked the fire rake into a ring at the back of the tender, and got three of the soldiers to pull on the rake. I pretty nearly laughed when I saw what they were doing. It seemed as though a five-year-old kid would have known better. But the Mexicans took it all seriously, and Bill and I kept them busy.

"They were so occupied with their monkey work that they didn't notice how close we were to Paso del Norte. I did, though, and I looked ahead mighty sharp to see that the track was clear. I was sure it would be, as far as the station. What worried me was whether it would be from the station to the United States.

"Just before you get to the depot there is a curve in the track. As we struck that I let the old girl out a bit. The two soldiers who were helping me had their heads below the cab window, and the three who were pulling at Elkins' fire rake had their backs turned and couldn't see where we were. But the other fellow, who was sitting at Elkins' seat, caught sight of the station as it seemed to jump out of the ground. He gave a yell like a frightened coyote, and leaped at me. I had hold of the throttle and pulled her open another notch. Then I pretended to be trying to shut her off, but with the same trouble I had had at Samalyuca. I called to the soldiers to help me,

and they tugged as they had done before. This time they couldn't do anything, for I had jammed a coal chisel at the bottom of the lever so that an elephant couldn't have moved it.

"But the soldiers thought I was in earnest in trying to stop, and did their best to help. Elkins' men pulled at the fire rake until the sweat run down their faces, and mine worked as they never had before.

"It was all over in less time than I can tell it. We were going a good forty-five miles an hour, and in a second we were past the station. The nervous perspiration was running down my face as I peered ahead. It was dark and all the lights I could see showed white. But how would it be in the yards on the other side of the river?

"Then another fear came to me. Suppose we should hit a street car or a carriage, as we raced through the town! The law required us almost to creep from Paso del Norte to El Paso; if there should be an accident, now, I should be a murderer. What was a short period of unjust confinement to taking such a chance of killing innocent people?

"In a second I kicked out the chisel which blocked the lever, and grabbed the throttle. As I did so the engine gave a lurch and then came the rumble which told me we were on the trestle which led to the bridge and to the United States. We were saved in spite of ourselves.

"The rest is simple. When we pulled into El Paso there was a crowd of 200 railroad men there to meet us. The officer commanding the troops stormed and swore, but he could do nothing else. He would have liked to take us back by force, but was powerless, for the railroad men were armed. He appealed to the police, but again could do nothing, for the extradition laws contain nothing to cover the kidnaping of the Mexican army.

"While the officer raged, Robinson, Elkins and I were taken in charge by the railroad men. They took us to the city and kept us safe until the train for the North pulled out. We went with it and have never been back. But we are still on the blacklist of the Mexican government, and that's why I don't care to see the Rio Grande again."

—F. F. Thompson in *Los Angeles Times*.

WIRELESS TELEGRAPHY ON SHIP-BOARD.

FRESH interest has been aroused in wireless telegraphy by the successful tests recently made from going and coming trans-Atlantic steamships of the transmission of messages to the coasts of Ireland and England, covering distances of from forty to sixty miles and under all conditions of weather. These practical demonstrations of the feasibility of sure communication with the shore by vessels out of sight of land, suggests many interesting features possible in this science, applicable alike to commercial and to naval purposes.

The results achieved have been of a character to awaken a greater attention to the system of wireless telegraphy in this country, and the subject in its various aspects is receiving more serious consideration, especially by maritime interests, than at any previous time. The possibility of its adoption for the earlier announcement of the arrival of steamers and of the establishing

in connection therewith offshore signal stations along the coast, notably at Sable Islands, near Nova Scotia, that being the point of separation, west and south, for incoming steamers, and of utilizing as far as may be light ships for the purpose, is being mooted.

While as yet but few vessels have been fitted with the necessary instruments for the exercise of wireless telegraphy, and these but for experimental purposes, it seems probable that the near future will witness many others so equipped, both on the ocean and the Great Lakes, as the system develops and demonstrates its use and worth. The real question that confronts steamship companies in this connection is whether it will pay them to maintain this system on board their ships and to employ expert telegraph operators for its execution. If so, the further question of whether the steamship of the future will number among its officers a chief telegraph operator, will not be without interest.—*Telegraph Age*.



Woman's World

THE WOMAN WAGE EARNER.

THE question is often asked, Why should women abandon comfortable homes or turn away from the sweet duties of the sheltered household to engage in work in the great outside world, subjected to its unpleasant exposures and its coarsening influences? My dear brothers, it is not a waning of love for the home which causes women to renounce its demands, but a dread of prolonged, unrewarded, and, most of all, unthanked, services.

How many of you husbands, when you rushed home for meals, glanced into that tired, flushed face and showed your appreciation for the tidy room, daintily kept tea-table, etc.? These are little things, but, oh! how much they are to that confiding soul spending her best days working for you. Of course, you expected this of her; it is her duty; it would be nonsense to notice such little things every day. Thou practical man! Keep the heart young, feed your affection, if you wish it to live, and your wife will never seek outside society or employment where her efforts will be more fully appreciated.

If anything, sometimes you grumble just a little or remain *distressingly* silent, not, perhaps, because you are vexed with her, but business has gone all wrong; you have been unjustly censured by some official, and not daring to vent your wrath on the outside world, for whom one too often keeps his smiles, you heap coals of fire upon that little confiding heart so anxiously awaiting your coming; she has so many things to tell you, but your countenance repels her. This occurs again and again, until she falls into your habit of silence, fearing to question you, lest she get another short answer, if any at all. Then, do not wonder *why* she

finally seeks companionship outside of the home, or engages in some outside work, where her efforts are more fully appreciated, and her often sad heart is lightened by smiles, instead of sarcastic looks.

This was not written to show up the shortcomings of our brothers, because we "love you just the same," but we need encouragement and affection just as much now as before we came to care for your home. Your wife loves to be your friend. Tell her your plans, win her back from the world; her sacrifices will be double in order that your aims may be reached.

But tell her nothing, use her as your servant, command her to remain at home while you reserve the privilege of going and coming when you please, you will never realize the ideal helpmate.

Subjection and indifference on your part arouse her wounded pride, and the result is your home is not what you expected, because you are not what she expected, all because you were too busy smiling to the world to reserve your smiles and affection for the home.

Lock your business troubles in the office when you go home; do not burden that already overloaded heart at home with what should go to the deserving one. Cheer the home and fireside, and make the world better.

The man who is good-natured, never practices duplicity;

The life he leads is honest and a marvel of simplicity.

He never has an enemy; he feels no animosity,

And everywhere establishes a friendly reciprocity.

(Quoted from October, 1900, number.)

LUCIE.

THE PROGRESS OF WOMAN.

WE DO not assume that all women desire the ballot. All women do not desire any one good thing. There are some who desire no good thing at all. There are others who are not seeking the very best in any relation of life. If we had waited for a majority of the women of our nation to demand higher education, when do you suppose the doors of our colleges would have been opened to them?

Dire results have been predicted at every step of radical progress. When women first enjoyed higher education the cry went out that the home would be destroyed. But the schools were opened and women entered them, and it has been discovered that the intelligent woman makes a wiser mother, a better homemaker, and a much more desirable companion, friend and wife, than a woman whose intellectual horizon is narrowed by the circuit of embroidery and the minut.

In many of the States, under the old English common law, women found that, after being paupers, dependent upon the bounty of their fathers, they become paupers dependent upon the bounty of their husbands. The husband absorbed the wife's property as he absorbed her personal rights. Then came the demand for property rights for women. At once the cry went up, the women will desert their homes. But it was found there were thousands who could have no home if they were not permitted to pursue vocations in the outside world. It was said that the moral life of woman would be degraded by public contact, and yet the statistics show that in those occupations in which women are able to earn a livelihood in an honorable and respectable manner, they have raised the standard of morality rather than lowered it.

The results have not been those which were predicted. The homes have not been broken up—for human hearts are and always will be the same, and so long as God has established in this world a greater force than all other forces combined, which we call the divine gravity of love, just so long human hearts will continue to be drawn together, homes will be founded, families will be reared, and never so good a home, never

so good a family as the one founded in justice, and educated upon right principles. The industrial emancipation of women has been of benefit to the home, to women, and to men.

When co-education was first tried men thought they would easily carry off the honors; but soon they learned their mistake. That experience gave to men a better opinion of woman's intellectual ability. The larger intellectual powers of women and the greater financial independence of women have tended to elevate the home. There is nothing in liberty which can harm either man or woman. There is nothing in justice which can work against the best good of humanity; and when on the ground of expediency this measure is opposed, in the words of Wendell Phillips, "Whatever is just, God will see that it is expedient." There is no greater inexpediency than injustice.

REV. ANNA HOWARD SHAW.

WOMEN'S SPHERE?

IN July issue "Dot" asks: "Why Men's Position?" and I wish to echo the question. I have often wondered if there would ever be a remedy for the discriminations made by railroads against women. I believe there should be a clause in every schedule asking that women have an equal show with men where they were willing to take positions and that without favor. But, of course, we find all kinds of women in this vocation as well as any other. Recently I went into a superintendent's office in Salt Lake, and asked for a position as operator or agent. He said: "Only last week we relieved two women agents who were making a fuss about handling freight, and have decided to use men in preference."

In vain I plead my cause, telling how I had several little ones to support, and owing to that fact I could not draw the line at anything included in a position as agent. Because some woman did not have the good common sense to manage her putting in freight by getting some idler to truck it in for her, or rubbing up against it herself, that superintendent has an opinion that no woman could fill the bill.

I once wrote a superintendent for a position, and did not intimate I was "just a woman," and as he was very much in need of an agent out at a pretty nice little town in Kansas for relief work, he sent me on next train. There had always been a man there and about an hour before train time about one hundred "curious" people turned out to see how a woman agent looked and did, and I was pretty glad to see so many men, for I had several coops of chickens and cases of eggs to go

Next day several of the same crowd offered help and I was ungrateful enough to tell them I did it the day before alone and could again, as I was paid for that.

I worked relief there one month and was never so glad in my life to get away from a place. My commissions on express, tickets and W. U. amounted to \$40, and I handled all alone.

The superintendent learned he had a woman there in about three weeks and wrote me for an explanation. He said he



HOMES OF THE CLIFF DWELLERS.

One of the palatial ruins, supposed to be a shrine. Photo by J. E. Bobbitt.

by express, and while I had been telegraphing for some time I had never run up against such an express business.

Of course, there are willing brakemen for helping with freight, but that express! I went out quite brave, express book in hand, and the gentlemen (?) all fell back and gave me plenty of room. The messenger I knew, and he took in the situation at once, and told me if I could help just a little with one corner of the coops he would get them in. I felt so much independence rush to my rescue that I am sure I helped as much as any man could.

would not have sent me to that place had he known. I told him I knew in advance if ever I got a "good job" I would have to do so by not letting him know I was a woman.

There are a great many unpleasantnesses arise for women in these positions as well as any other, but where a woman is left with a family to support she can surmount all these little obstacles, provided she can have a show, and I know that there are a great many women left in this position, some from being bereft of their husbands by the grim monster—death; others worse.

by intemperance, and a few are still worse off, if possible. Like a poor woman I knew who was left penniless with six children to support, as her husband, who was a dispatcher, deserted her. She had no trade, and the superintendent gave her a section house where she worked day and night for her family. Some of these men and women who claim we take men's jobs when we step into a telegraph office saw this other case as about right. When a woman gets down to cooking for fifteen or twenty men and living in a one-room shack as that woman did, and getting up all times of night to feed train crews they have no comment. They think a woman is about where they were intended for then, and I suppose one reason they like women who have to earn a living, to do so in a kitchen, is because we can do so much better there than they can, but for my part I think we can stand on an equal footing anywhere.

But men have keen insight and look far

ahead, and so one can't blame them so much, when we think how much they think of themselves. The golden rule is not a part of their religion, and they are simply afraid we poor, weak women are going to encroach upon them. Well, we are permitted to belong to the O. R. T. and pay our dues and share in a general way any benefits secured if we happen to be on any division where there is a schedule, etc. But when we are set aside because of our sex and when we cannot possibly get another footing because of little ones to stay tied to, and because of lack of means, and because we are women, can we get any help?

Any brother who thinks he can assist a sister to a position can get the address of the one in need by writing Bro. H. B. Perham, or he will remail your letter. I will sign my old signature that I used often in the years that have gone by.

WYOMING.



Poetical

The Ninety and Nine.

There are ninety and nine that work and die
In hunger and want and cold,
That one may live in luxury
And be lapped in the silken fold!
And ninety and nine in their hovels bare
And one in a palace of riches rare.

From the sweat of their brow the desert blooms,
And the forest before them falls;
Their labor has built the humble homes
And the cities with lofty halls;
And one owns the cities and houses and lands,
And the ninety and nine have empty hands.

But the night so dreary and dark and long,
At last shall the morning bring;
And over the land the victors' song
The ninety and nine shall ring;
And echo afar from zone to zone,
"Rejoice, for Labor shall have its own."

—F. H. Richardson, in *Pay Streak*.

Brotherhood.

That plenty but reproaches me
Which leaves my brother bare,
Not wholly glad my heart can be
While his is bowed with care.
If I go free, and sound and stout
While his poor fetters clank,
Unsated still, I'll still cry out,
And plead with Whom I thank.

Almighty: Thou who Father be
Of him, of me, of all,
Draw us together, him and me,
That whichever fall,
The other's hand may fail him not—
The other's strength decline
No task of succor that his lot
May claim from son of Thine.

I would be fed. I would be clad.
I would be housed and dry.
But if so be my heart be sad—
What benefit have I?
Best he whose shoulders best endure
The load that brings relief,
And best shall be his joy secure
Who shares that joy with grief.

—E. S. Martin, in *Scribner's*.

"All's for the Best."

All's for the best: be cheerful and sanguine,
Trouble and sorrow, are friends in disguise.
Nothing but folly goes faithless and fearful,
Courage forever is happy and wise.
All for the best; if a man would but know it,
Providence wishes us all to be blessed;
This is no dream of the pundit or poet,
Heaven is gracious, and "All's for the best."

"All's for the best." Set this on your standard.
Soldier of sadness, or pilgrim of love,
Who to the shores of despair have wandered.
Away—wearied swallow, or heart-stricken dove.
"All for the best"—be a man, but confiding,
Providence tenderly governs the rest,
And the frail bark of His creature is guiding,
Wisely and wearily, "All's for the best."

"All's for the best;" then fling away terrors,
Meet all your fears and your foes in the van.
And in the midst of your dangers or errors,
Trust like a child, while you strive like a man.
"All's for the best;" unbiased, unbounded,
Providence reigns from East to West.
And by both wisdom and mercy surrounded;
Hope and be happy that "All's for the best."
—For the *Railroad Telegrapher*, by Mrs. R. K. Currie.

"Good Night."

"Little boy sweetheart, with eyes that shine
Blue as the skies on a summer morn,
Lips that are wreathed with a smile divine,
Velvety cheek that is pressed to mine,
Life has seemed fairer since you were born,
Fold up your petals, my rosebud white,
Good night, my baby, good night,
Good night.

"Little boy sweetheart, I love you so!
How deep that love you will never know.
Night after night, when my work is through,
Worn out and weary, I come to you,
Bend o'er your couch, till upon my ear
Falls a faint music I yearn to hear,
Made by your breathing so soft and light
Good night, my baby, good night,
Good night.

"Then by your side as I gently kneel!
To the All-Father I make appeal

FACETIOUS

Knew His Papa.

Visitor—Charlie, your father is calling you.

Charlie—Yes; I hear him, but he is calling "Charlie." I don't have to go till he yells "Charles."—*Tit-Bits*.

Good Circulation.

"My dear sir, it strikes me that this is a pretty round bill."

"Yes, I have sent it around often enough to make it appear so, and now I hope to get it squared."—*Baltimore Jewish Comment*.

His Problem.

Dashaway—Don't you ever wonder how you ever lived before you met the girl you love?

Cleverton—I don't know. My principal concern now is how I am going to live now that I have met her.—*Brooklyn Life*.

Sufficient Evidence.

Coroner—You seem to be certain that the deceased accidentally fell into the water. How do you know that this is not a case of suicide?

Witness—He was a brother Scot, an' he had a wee bottle of whisky on him wi' ne'er a nip ta'en oot.—*Pick Me Up*.

Missed the Name.

Guest of the Doctor's (late home from the theater)—Hurry up, old chap, and let me in.

Absentminded Doctor (who has forgotten all about his visitor)—Who are you?

Guest—Mr. Trane.

Doctor—Missed a train, have you? Well, catch the next.—*London Fun*.

Odds and Ends.

"Them women make me tired," said the first telegraph operator, as he opened his key.

"What's the matter now?" asked the second telegraph operator.

"One of 'em was just in here and wanted to know why we wouldn't let her put a postscript to a ten-word message, without charging her extra. Said it wasn't part of the message, anyway."—*The Telegraph Age*.

His Conclusion.

"Sometimes," said Senator Sorghum, pensively, "I am inclined to look on what some people call honesty as downright egotism."

"I don't quite understand you."

"Well, I don't know as I can make it absolutely clear. But I have always gone on the principle that every man has his price."

"So I have observed."

"Well, sir, the bids that some people have refused would indicate a self-valuation which deserves to be characterized by no less an epithet than 'inordinate vanity.'"—*Washington Star*.

Something of a Difference.

"Sir," he said to the manager of the store, "I want to warn you against the clerk at the ribbon counter. I understand he has a wife in the East and left her on account of his bad habits, and his character, sir, his character—"

The visitor became emphatic and excited.

"I beg your pardon," interrupted the manager; "you were saying something about his character."

"Well, sir, they say—"

"Ah, quite a difference, my dear sir; quite a difference. My friend, such people as you may establish a reputation for a man, but you can't touch his character. A man's character is what he is; his reputation is what people say he is. Good-day, sir."

And the young man at the ribbon counter just kept on working and didn't feel a breeze.—*Denver Times*.

His Resignation.

The following epistle was received at the general offices of the Montana Central Railroad recently:

To the Chief Dispatcher, Great Falls, Mont.:

Dear Sir—I'm growing tired of these barren hills, with nothing in sight but the water tank; the mosquitoes are h—ll, the sheep pens small, and the grub is awful rank. I've worked like a slave, till I'm near into my grave, for this Monkey Central pike; therefore, I've a notion I deserve promotion, and I'll have it or go on the hike. So, on receipt of this letter, if you have nothing better to offer a man of my stamp than O S'ing trains in this dismal dump and running a wornout six-horse pump, I think I'll go on the tramp.

Yours truly,

JOHN SIBREE, Opr. and Pumper.

A Last Resource.

A lady was recently reading to her young son the story of a little fellow whose father was taken ill and died, after which he set himself diligently to work to assist in supporting himself and his mother. When she had finished the story, she said:

"Now, Tommy, if pa were to die, wouldn't you work to keep mamma?"

"Why, no," said the little chap, not relishing the idea of work. "What for? Ain't we got a good house to live in?"

"Oh, yes, my dear," said the mother, "but we can't eat the house, you know."

"Well, ain't we got plenty of things in the pantry?" continued the young hopeful.

"Certainly, dear," replied the mother, "but they would not last long, and what then?"

"Well, ma," said the young incorrigible, after thinking a moment, "ain't there enough to last till you get another husband?"

Ma gave it up.—*London Answers*.

Dignified Young Man.

"A very dignified young man took a seat in a smoking car," said the hostess, who joined in the after dinner story telling. "Near him were three traveling salesmen, well dressed, jolly fellows, one of whom suggested a game of cards, and the others agreed. They appealed to the young man to take part and make up a four-handed game.

"'Thank you; I never play cards,' came the response to the invitation.

"'I am sorry for that. Will you have a cigar with us?' added the spokesman, producing his case.

"'I am obliged to you, but I never smoke,' replied the dignified young man.

"They thought they would jolly the young fellow out of dignity, so the leader produced a 'traveling companion' and asked:

"'As you do not play cards nor smoke you will not refuse to join us in a drink.'

"Thank you, gentlemen, but I never drink."

"With this a venerable man with ministerial aspect sitting in the seat behind the young man reached forward and tapped him on the shoulder.

"'I have heard what you have said to these men,' said the sedate old fellow, 'and I admire you for the stability of character which has enabled you to shun bad habits. I have a daughter in the parlor car whom I should like to have you meet.'

"'I thank you, sir,' replied the young man, turning about and facing the gentleman, 'but the fact is I never intend to marry.'"—*Milwaukee Sentinel*.



Our Correspondents

"TRUTH—ITS INDIVISIBILITY."

BY JOSE GROS.

THE dailies for August have been filling their columns with reports from discourses of prominent clergymen in one of those summer resorts where large masses of the well-to-do go every year to refresh their bodies and souls. We all should be glad of that refreshing, even if we belong to the millions who cannot refresh themselves because their lives are schools without any vacation, and hard schools besides. And the most provoking feature of these schools, or hard lives of ours, is that they don't seem to teach us how to get out of the woods, where we have now been plodding for so many centuries, barely making both ends meet, some of us now and then getting a little ahead of the rest, while some have been falling behind the rest, and nobody ever knows when their turn backwards shall come.

It may not do us any harm to see what those friends of ours, our betters, in the flesh, anyhow, and, perhaps, in the spirit, have learned from those prominent clergymen. Of course, we can only refer to a few of the most important sayings connected with the general daily life of humanity, that portion which gets most of the knocks and mighty few of the joys of life. The least we can do, here below, is to imitate that Jesus who was always tender and touchingly sweet toward the millions at or near the bottom of the social pit, and endeavored to teach how to make life a banquet of joy for all, and not for the few alone, as it is yet the case. And as long as civilization remains the same, viz.: hard

lives and poverty for the many, ease and wealth for the few, so long somebody is needed brave enough to stand for the brotherhood of men that Christ preached and we have yet failed to realize.

As if to prove that, one of the clergymen above indicated said that a man had told him, "I am the only converted person in the family. In the shop where I work, out of 3,000 men, there are not five that name the name of Jesus. I cannot stand it any longer. I cannot be good with my kind of life."

What do you suppose our fine clergyman thought of such peculiar conditions which must necessarily correspond to what generally happens in all shops, or industrial centers, and so with millions of homes, even in that nation that we claim to be the best? Each nation, of course, claims that. It is so easy to claim something, to pose as better fellows than the rest! That eminent clergyman, so unlike his Master, had no consolation, no soothing advice for the hard life of that workingman, the type of millions in our nation alone. The clergyman said: "I deny that men cannot be good under bad conditions. You have nothing to do with conditions. The higher life is always possible. Even in hell you could be good if God commanded you to be good there." He uttered several other intellectual atrocities. We shall spare the sensibilities of our readers by saying no more of them. We shall simply devote a few seconds to an impartial philosophic dissection of the underlined remarks we have copied. To be sure, they are simply a brutal, open manifestation of the senseless, illogical and unchristian teachings to which we owe all the calamities of a Christless progress.

It seems, then, that we have nothing to do with social conditions. It seems, then, that we, those who are pretty sure of three good meals per day, a fine home, plenty of summer vacations and not much to do the rest of the year, except what we decide to do to get rid of some of our own bad temper; it seems, then, that such people can afford to keep on converting the earth into a genuine section of the infernal regions for most people less favorably situated than ourselves. We can take life easy, and, Cain-like, we can refuse to be our brother's keeper. If the higher life is possible in the midst of organized social iniquities, and that can be commanded by a God of righteousness, why is it that we, with the best opportunities for the higher life, fail to realize it, and insist upon the legalization of all that is wrong, as long as that brings to us most of the wealth produced by the millions sunk in perpetual poverty? What is that but selfishness of the most criminal kind, and hence, the very kind of life which repudiates all the cardinal teachings of Jesus.

It is painful, very painful, to have to show how truth is trampled upon by the very ones who pretend to preach truth, who pretend to teach men how to be good. Truth! What can that be but that which is right, and hence the opposite of all that is wrong, of all that interferes with the establishment of the real brotherhood of men—of all that fails to establish righteous conditions in all national and social relations? Truth is a grand unit. It is one and indivisible. If we try to split truth we simply demolish truth. We have now been demolishing truth for the last 60 centuries. If we had not we would have established truth long ago.

Take now human life as it is yet to-day in its grand ensemble of tendencies and results, and it comes to this: How to make both ends meet through three times as much hard work as God means any man should have, or how to accumulate wealth more rapidly than God ever meant we should, or how to keep the wealth after it has been accumulated. Add to that the self-evident fact that, in most cases, anyhow, we simply look at all human events to know how they shall affect each one of us in dollars and cents

or social position, and seldom, if ever, on how they shall tell in the process of universal manhood and realization of the highest divine ideals. And we fear that this low, mean way to look at human events is not limited to the well-to-do, but extends over the millions sunk in poverty and hard work, more or less. That is what keeps the labor movement entangled in boundless complexities and perplexities, enveloped by the darkness of the forest, the forest of selfishness. That is what keeps reformers quarreling with each other, unable or unwilling to agree on anything.

We can conceive of but one straight line between any two points, only one line of least resistance between two ultimatums. We have many tortuous or indirect lines between any two points, many lines of greater and greater resistance between any two ultimatums. Simplicity and directness is then the symbol of truth with its marvelous unity and indivisibility. Complexity and indirectness is then the symbol of falsehood, with its multiplicity of wrong ideals, with its countless variations in human effort and whimsical devices giving us a perpetual change of kaleidoscopic, unsymmetrical views of life.

Ladies and gentlemen of high or low degree, workers with high or low wages (even if wages can be high under monopoly rule), workers brave enough to be grouped in *unions*, or coward enough to be out of unions, reformers through this or that process, don't you see that there can be but one righteous, simple, direct, fundamental, effectual, logical, sensible process corresponding to that *Truth* which is one and indivisible? And that indivisibility must necessarily apply not only to the ensemble but to the most important details, because like begets like. And the details must take cognizance of what we should consider as "*the fundamental social relations*" through which alone the civilized man can live within the circle of civilization. Who can tell us what those fundamental relations are? We shall wait for an answer from fossils and reformers. Only one school of reform can give, or is brave enough to give, the precise answer.

THE CONSPIRACY OF CAPITAL.

THE TRIBE OF ATTORNEYS-AT-LAW.

(Continued from page 741.)

"He arose and in his rising seemed a Pillar of State." He was a Pillar of State, *the* Pillar of State in fact in the state of Capitalism, the state of Monopoly, of Combine, of Trust, of Corruption, of Chicanery, of Craft, of Oppression—compositely known as the Industrial and Governmental State of America.

Suave, polished, plausible, refined, an Apollo in appearance, a Chesterfield in manners, a Machiavelli in principles, a scholar, a courtier, a man-of-the-world, he was a fit and perfect type of the tribe which he represented; a tribe, which in its utter selfishness, its ability, its acuteness, its subtlety, its speciousness, its wiliness, its insidious and tenuous cunning, and its apparent respectability, has furnished to the world the only true characteristics of the only genuine devil of modern times—the Tribe of Attorneys-at-Law.

Lawyer-politicians and lawyer-statesmen; a tribe by profession fee-takers, bribe-solicitors, mercenaries and "soldiers-of-fortune" whenever and wherever in society or government they have appeared; the Hessians of society, selling their sword for money to the highest bidder in any cause; a tribe always and everywhere sycophants of power, parasites of class, leeches of wealth, always and everywhere tools of despots and demagogues among the people and always for a price; espousing a "corde," never a cause, never a principle, never a truth; but always their own fortune and aggrandizement as represented in that of a client, whether the latter be a man, a corporation, a party or a power to which they have attached themselves for that single purpose. A tribe that has no convictions, no principles apart from a client, and no client that does not pay. A tribe whose invulnerable armor is the "ethics of the profession;" whose escutcheon is escalloped with thirty pieces of silver, and above whose bar-smister is emblazoned its significant and only motto, "For Sale."

THE WAYS AND MEANS.

"Gentlemen," said this personal representative of hell; this ex-congressman, ex-senator, ex-cabinet member, present politician, lawyer and advisory agent of this treasonous council; "you hold in your easy grasp the Ways and Means for the rapid and final closing of the ancient and perplexing case of the People vs. Property.

"Social philosophers and political economists in their acutest definition of man, have called him the producing animal. That is, man alone lives by means of his own production, and produces by means of machinery. This is most obviously and vitally true of the massed and teeming life of modern civilization. Those, then, who control production, its sources and machinery, control the means of life and, therefore, life itself. Old Shylock said truly, 'you take my life when you do take the means whereby I live.' Those, therefore, who control the sources and machinery of producing the means of living, control the fountain of all earthly power. The physical, the social, the moral, the intellectual, the political, at last bow down before this Control because all are dependent upon it.

A few more links of logic completes this philosopher's chain and brings me to the point I wish to make. The sources and machinery of production constitute capital; capital constitutes the only true property, and property, therefore, is the only true power. Fundamentally and practically there is no other. The breechless giant, the moneyless duke, the moralist in rags, the philosopher in cocked and battered hat, the king without revenue, the people without property are but puny and sorry objects. Clothe them with property and you clothe them with power; strip them of property and you strip them of power.

"History is but the vitascope in which this principle of philosophy is presented before us.

"In the far-off past, property was held in the right of physical might; and physical might possessing itself of property possessed itself of the source of power and thus held its subjects in a double bondage. But as society grew into the community,

and the community into the state, the physical was gradually merged into the political, and the political in the course of time became the lawful—the legal. As this change progressed the power of property as the fundamental power of society became more and more apparent, until to-day property held by the right, not of physical might, but by the right of legal might, is undisputedly supreme, and so regarded by those who understand the conditions of modern life.

"Mark you, I said property held by the right of legal might, for I shall have occasion to refer again to that phase of the situation.

"Gentlemen, you and those you represent are to-day the undisputed masters, the legal possessors of the undisputed means of power in this country—the sources, the machinery, the means of production. The question you have submitted to me is, as I understand it, how may this possession be most securely retained in present hands, or rather most certainly prevented from passing into that of the incapable and incompetent populace.

"In considering the Ways and Means of prevention, we must first consider and have a clear understanding of the methods by which such an undesirable transfer of possession could possibly be effected. These methods will be found to resolve themselves into two. The possession of the mighty sources of industrial power which you own and control can be transferred from your hands into that of the people only by physical might or by legal might—by action of force or by action of law.

"Action of law can be effected only either by the private acts of individuals in the usual course of commerce and trade, or by the public acts of government in the usual course of legislation and politics. Whether or not the people can ever in their private capacity wrest from you the ownership and control of the property powers in question by the usual methods of commerce and trade, it is needless I think to discuss. If they can," and for the first time the features of the speaker relaxed into a characteristic smile that seemed a sort of composite reflection of the smiles of pride and security and disdain that played over the faces of

his client audience; "if they can, why that is a private matter between them and you, and is a liberty of which we would not deprive them. It would seem that the certainty of failure would be sufficiently apparent to deter them from such private commercial attempts, but such we know has not been the case. We have been treated from time to time to the spectacle of ambitious popular organizations having for their object the initiation and extension of the principle of private co-operative ownership and control of industry in general, and distribution in particular; said extension to result finally and naturally in resolving the millions of the 'hoi-polloi' into a monster company identical in membership and territory with the nation itself. These for the most part have as a matter of course died ere they were born, and in any case can usually be left to the nipping frosts of the greed, the overreaching, the distrust and general managerial incompetency of both membership and directors. If anything else be needed to the utter overthrow of these attempts at the legal seizure of industrial power by the people in their private capacity, you have but to interpose most lightly and the project falls to the ground. Whether or not the last and most audacious of these attempts shall be left to the usual natural fate of such organizations, or shall be hastened to its end by your interposing shadow, is but for you to determine. I refer, of course, to the organization known as the American Trades Alliance.

"Like the many similar organizations which have preceded it to a disastrous end, it might be safely left to the disintegrating effects of the selfish antagonisms inherent in human nature, which forever make impracticable all co-operative schemes of large magnitude; but the bad effects on the people of its continued success and larger growth, and most especially the popular effects of some new and dangerous principles involved in its industrial system, may perhaps justify its quickened destruction at your hands.

"The new and dangerous principles to which I refer and which I believe require the immediate suppression of the order, are

embodied in its monetary plan and its so-called Policing of Industry; the former professedly reducing money to simply and only a medium of exchange, a counter in trade, destroying all its private investment and private money-lending qualities by placing upon the collectivity the duty of mediumizing all values, which is but another way of saying that the government shall be the only money lender; the latter requiring of all labor-employing industries a recognized responsibility to public supervision and control in regard to wages and dividends and profits, involving a most abject subjection of private affairs to a most inquisitorial public inspection. The disruption of the society at this stage of its growth would, I believe, result in a most salutary lesson to the people. You have but to speak and it is done. At a breath from you, this relatively powerful and successful organization will be scattered as chaff before the wind. It is not necessary for me to suggest the Ways and Means of effecting so small a matter."

Whether the courtly gentleman of dignified cunning meant morally small or commercially small he did not stop to explain. Certainly there were none in that assembly who would have put the former construction upon it.

"Other and mightier opponents have gone down before your quiet methods of boycott, discrimination and concentrated competition, and so will this latest. If, however, anything else be needed to complete its dissolution, you have but to introduce your agents into the organization and the machinery of the courts will do the rest; a few injunctions and forced receiverships would alone destroy its usefulness. And as I have said of all attempts of the people at your ouster by legal might from the possession of the industrial powers of the country through the private methods of trade and commerce, they are foredoomed to failure. They may, therefore, be dismissed from further consideration," and with a wave of his hand, he swept out of existence the hope of the independent laborer, farmer, artisan, trader, the free and independent individual workman wherever he toiled for a simple living, an humble home, a crust of bread unpoi-

soned and unshadowed by the presence of a Master; the same, same graceful gesture of the elegant and refined exponent of modern demonolatry, likewise swept out of existence the hope of any combinations, industrial or commercial, having for their object the just and free participation of the individual members in the result of their toil. In that gentle wave of the white hand of the Individualist, individualism swallowed up the individual in an eighty million mouthful, and there remained after the similitude of Jonah and the whale, only the people and the trusts; in sight, only the trusts; inside, only the people. But let us see how the advisory agent expresses it.

"There remains then, gentlemen, only two methods through which your property and your powers may be compassed by the people—through physical might or through the legal might, not of private action in trade and industry, but of public action in politics and government. Private endeavor is, as we have seen, eliminated from the problem. There remains for the people only the revolution of force or the revolution of political action. Of the two I am unable to decide from which you have the least to fear. The Ways and Means that will prevent and frustrate the one can be largely depended upon to prevent and frustrate the other; and as I have said, of these Ways and Means you are the easy Master.

"For instance, taking first the Revolution of Force, meaning thereby a popular uprising of the people and not a local riot or 'emeute,' I have only to remind you that that means war, and that war in these modern times means organization and machinery, and organization and machinery mean capital. The engines of modern warfare are veritable machines that require capital and large and well-organized capital to produce and operate. The days of the knotted club, the battle ax and the broadsword are gone. War now requires the mighty cannon, the matchless machine guns, the rapid-fire rifles, the dynamite projectors and ammunition literally by the ton. The multitude without the modern equipments of war are but a rabble; and they are not only without them to-day, but the possession of those in existence are practically in hands

entirely friendly to your interests; whether or not you control the means of producing others, I leave to be answered by the President of the National Arms and Ammunition Trust whom I see is present.

"So much for the machinery of war—now as to its organization. The latter requires first, that a sentiment favorable to it be aroused among the people; that means agitation, and agitation can practically be effected only through the channels of communication, news dissemination and the methods of popular education which you undoubtedly control. The President of the Consolidated Press, who is also present, informs me that their organization and news monopoly is now so perfect that it is possible to isolate completely any and every locality from the general news of the country except as the same may creep into public knowledge by the slow process of the mail; or to state it differently, any undesirable news may be strictly confined to the locality in which the happening occurred; and so thorough is the understanding and concert of action among the great central newspapers of the country, the mighty metropolitan press upon which not only their own direct constituency depend for news, but the country and exchange press as well, that news suppression and dissemination are under absolute control. Add to these comfortable facts, the further statement that you have in your hands the telegraph lines which furnish the only means of private rapid communication and the transportation lines which carry the public mails, and that the postoffice department itself is subservient to your influence, and you will at once see that in a country territorially as large as ours, no revolutionary agitation can be successfully carried on, no revolutionary organization successfully effected, and no concerted movement possible among the people. In a word, you have it in your power to work the wondrous miracle of rolling up like a scroll six centuries of time for the people and reducing them to the days of the stage coach, the private post and the penman's art; while you yourselves remain heirs of all the ages, speaking across continents, gathering the news of the world from hamlet to mart at

each morning's breakfast table and masters of all the modern means of organization, education and intelligence; able thereby, not only to prevent adverse agitation, education and organization among the masses, and keep them ignorant of things not meet for them to know, but to mould them to your hand by educating them as you desire, agitating your own cause and discounting undesirable news and retarding damaging facts before they can work their evil; and bewildering, confusing and dividing where you can not convince and unite to your own purposes.

"To strengthen the already seemingly impregnable position of the great property interests of the country, I would recommend in this connection that the movement so well begun of building armories and establishing barracks at all the large labor and transportation centers be continued. These should be so equipped and enlarged and strengthened as to make them practically unassailable by any local uprising of the people. The National Guard and regular army should be increased in both numbers and efficiency and the Arms and Ammunition Trust should make complete their control of the producing plants of the country, and as far as practicable should place their better class of small arms beyond the reach of the wage-earning classes by placing prohibitory prices upon them. Fortunately most of our large labor-employing centers are lake or seacoast cities where under the plausible pretext of a foreign foe, the largest and completest government military works may be established. Under the same plea the most extensive plants for the production of the most modern and deadly engines of war, both government and private, may and should at once be carried forward to completion. These things done, a handful of our soldiers will easily control any riotous mass of the populace, and a display of our power will overawe and quell the mightiest concourse of malcontents that they will be able to gather together.

"So much for the 'machinery of war.' A word now as to the means of organizing a Revolution of Force. On all the modern facilities for organization you should ob-

tain a still firmer grasp. The censorship of the news should be even more rigid, the metropolitan press should be organized into a still closer corporation. Newspapers offensive to your interests should be mercilessly, but quietly blacklisted and boycotted as only Capital knows how to do it. The so-called reform press should be made to feel that 'Jordan is a hard road to travel,' and that it grows harder and more difficult as the months roll on. The establishment of new sheets of that kind should be made next to impossible, by charging letter postage on sample copies of all newspapers not already having a bona fide subscription list, and by denying admission to the mails as second-class matter all publications that have not such lists established. The postal laws must be so amended as to give the Postmaster-General the right to deny the use of the mails to such persons or organizations as he may have reason to believe are using them for incendiary purposes, such as inciting the people to riot, insurrection, or other forms of treason, in much the same manner as he now has the power to deny mail privileges to such as he may believe are using them for fraudulent purposes. The railroad, express and telegraph trusts should closely follow the actions of the authorities in these particulars and promptly second them, by, so far as practicable, quietly denying the use of their facilities to their employes or others for such purposes. If your labor organizations are disposed to be troublesome, the means just suggested may be used to frustrate concert of action between them. Nor has the power of injunction been exhausted by our courts; but I would suggest as the surest means of their control, the influencing of their officials by systematic political support, through whom alone the members may adequately act. Those who can not be properly influenced must systematically be made to feel that the power of property is not to be safely attacked. You know how to dispose of such unruly agitators and leaders; but quietly, gentlemen, quietly, in all things. The dignified and reposeful exercise of power is most impressive as well as most effective."

The attorney in an unconscious gesture here showed his own dignified and reposeful person to the best advantage as a living, and therefore the most impressive and effective, illustration of his remark. Pausing a moment as though to observe the full effect of this personal illustration of his own innermost character and methods, he continued:

CLINTON BANCROFT.

THE OLD, OLD STORY.

BY J. R. T. AUSTON.

There are many of us who like to hear the old, old songs that have been crowded to one side by the more popular "rag-time;" and there are many old-timers in the Order who can recall the days when they first read articles extolling the value of the organization, its purposes and its hopes. Now, the O. R. T. has reached the age when the average boy begins to feel he has, or is rapidly, arriving at manhood; it may not be fashionable for any old grayhead to sing the old songs, but I am going to try one, hoping that it will be received by the younger members in exactly the same spirit as it was by myself and others in years passed by.

Every now and then we read in the newspapers that this or that craft secured an increase in wages, a cut in hours of work, or caused some beneficial reform to be inaugurated in the workshop. How many of our members, and the non-members, take into consideration how these advantages were secured? Some section men, for instance, recently obtained an increase in their daily wage. Only fifteen cents a day increase, but it was something. How did they get it? Did they drudge along, expecting a mysterious influence to bring it about, or did they give the matter serious thought, and, knowing the value of organization, put into practical operation the old saying: "In unity there is strength?" There are many of our craft who hope for a betterment of condition, certain reforms in rules and methods of employment; but do they do anything toward securing them? It cannot be too often

impressed upon the craft that there are too many who are satisfied to let the other fellow do all the endeavoring to bring about better conditions, reserving the privilege of "kicking" if the other fellow fails to accomplish as much as they think he ought to. There are too many who are willing that others should maintain the Order, do all the earnest thinking, committee work, etc., so long as they get some of the good results without any exertion or expense. It is this disposition in labor's ranks that proves the

fluence, thousands of dollars now expended in the continuous work of organizing, would remain in the general fund, adding materially to our prestige, and also enabling the Order to maintain itself upon a decreased rate of annual dues. Remember, good soldiers, well-disciplined and well-equipped, with a liberal supply of ammunition, is what adds to a nation's power, and keeps those inclined to be belligerent from precipitating warfare upon it. The same rule applies to a labor organization, inasmuch as, obedience



COLORADO SCENERY—BOX CANYON IN THE NEIGHBORHOOD OF OURAY.

Photo by J. E. Bobbitt.

greatest hindrance to the advancement of the workers' best interests. Just think what a power labor would be if it only had the good judgment to work unitedly for the common welfare of all; and, if there were no "nons."

Take our own craft as an example. If there were not so many drones among us, so many who prefer to gain benefit from the efforts of others, what a mighty organization ours would be. Instead of a membership of 15,000, the Order would have 25,000 or 30,000, and greater influence in proportion. Besides increased membership and in-

fluence, thousands of dollars now expended in the continuous work of organizing, would remain in the general fund, adding materially to our prestige, and also enabling the Order to maintain itself upon a decreased rate of annual dues.

Even though our Order is 15 years old, it is ever timely to consider these matters; and it is business to do so. Some gray-heads may think there has already been enough said upon these subjects, and that space in our journal should be devoted to something else. The earnest brothers who object, forget that there are "raw recruits" and "nons," and that no subject pertaining to the objects of the Order becomes too old for presentation to their minds. Too many

of us old, dyed-in-the-wool union men overlook the fact that, having received our own education in unionism, we should become teachers, instead of sitting back in self-satisfied complacency, letting others hunt in the woods for information. I hope some brother more able than myself will turn a flood of eloquent argument upon the "nons" and the "drones," telling them of the error of their ways; also hand out encouragement to the new members, and make them realize the importance of the cause they have obligated themselves to support. I sincerely think such articles mailed to "nons," "drones" and new members would do more to promote the best interests of the Order than even such able dissertations as "The Rise and Fall of the Roman Empire," "The Growth of Wealth," or "How to Establish a Great Commonwealth," etc.; therefore, I ask for the frequent repetition of the old, old story, about why we organize, what we organize for, what we expect to accomplish, and what we have accomplished; and, above all, how much each individual member can push the O. R. T. along without very much personal exertion.

INSUFFICIENCY OF THE SINGLE TAX FOR PUBLIC REVENUE.

BY W. H. STUART

In former communications I have pointed out that real economic freedom is impossible while the means of production is monopolized by the capitalist class. That the worker having no ownership in the instruments for the production of wealth, must offer his labor-power—the only thing he has to sell—to the capitalists for a wage, that, in the fiercer competition for work, never permanently exceeds the cost of the standard of living of the time and country. I have shown the fallacy in the single tax assertion that with access to natural resources that all men might produce their own tools of production. This would have been possible during the era of the hand tool and the small system of production. But under modern conditions it is obvious that each individual worker cannot personally own and operate the costly and complex ma-

chinery for the production of wealth. From the very nature of the case, under competitive industry, it is a foregone conclusion that the machinery of production must gravitate into the hands of a small class, who, from the enormous economic power such possession gives, are enabled to purchase labor power in the open labor market for the price of its subsistence and reproduction. To be economically free, under modern conditions, the workers must be joint owners in the land and capital necessary for the production of wealth. Land and labor are the only two factors in the production of wealth. Capital is a product of labor, and enormously increases its productive power, but the capitalist, as *such*, no more produces capital than the land-owner produces land. Both are parasites, pure and simple. The single taxer proposes to get rid of the least of these parasites and retain the larger.

I have shown that the single-tax theory is inherently defective in that it would confiscate land, or rather, its value, which amounts to the same thing, while leaving intact the equally "unearned increment" of capital. I pointed out the injustice of taxing away the total accrued value of land from the present holders, showing that present owners were, probably, the beneficiaries of not more than 10 per cent. of the total accrued values, while the other 90 per cent. had gone to prior owners since the original purchase from the government, all of whom would go scot free, the present owners suffering the total loss. This would be dishonest in the extreme. No adequate excuse can be offered for such an act of bad faith to a particular class.

It was also shown conclusively that the adoption of the single tax would entirely destroy all security of tenure of land and improvements; that the increase in rental values in a rapidly growing town or city, the changing of residence property into business property, would so increase rental values that it would be extremely risky for a small business man or a mechanic to make improvements, the growth of the town making such improvements inadequate for the increased business, thus forcing the mechanic to give up his home, owing to increase in

rental values, and move to a location not likely to increase in value. It was suggested that under such conditions of insecurity of tenure, that along the railroad track would be the ideal location for the homes of workman.

I shall now endeavor to show that a single tax on land values would be utterly inadequate to provide all the revenue required for public purposes.

Ricardo's law of rent, which the single-taxers have adopted, may be expressed by the formula: "Rent of land is determined by the excess of its producer over that which the same application of labor can secure from the least productive land in use."

Let me give a simple illustration of this law. Say that the land of a country is divided into three grades of ranging productivity. Let us number them 1, 2 and 3. Until grade No. 1 is taken up no land has any rental value, but as soon as grade No. 1 is taken up it possesses a rental value measured by the excess of its productivity, with the same labor, over grade No. 2. Let us call this difference, or "rent," 10. Until No. 2 is all appropriated No. 3 will have no value; it will be in the terminology of economics, "at the margin of cultivation." When grade No. 2 is all in use it will bring in rent the excess of its productivity over grade No. 3. Let us call this 10. But now grade No. 1 has a rental value, as expressed by its excess of productivity over No. 3 of 20. This is economic rent. The law is assumed to act under conditions of absolute freedom. No disturbing factors to change or vitiate the law are contemplated or provided for in Ricardo's theory. But under present conditions a disturbing factor of enormous effect has been introduced, namely, land monopoly. Let us see how this affects land values. Suppose, before land of grade 1 had been all appropriated, certain speculators had obtained possession of the remainder, they could, obviously, demand as "rent" its excess of productivity over grade 2, and if, when all of the first grade was in use, they could have obtained possession of all of grade 2, they could manifestly demand at once as rent of grade 1 its productive value over No. 3. This would be "monop-

oly rent," due to the monopolization of unused land. This is what now obtains.

The direct effect of the single tax would be to make monopoly of unused land impossible. The obvious result would be to throw upon the market all vacant land. As less than 10 per cent. of the land is in actual use, the effect of the single tax would be to throw upon the market 90 per cent. more land than there is present use for, with the probable result of decreasing economic rent to, perhaps, one-fourth that now obtainable under conditions of private monopolization of unused land. This reduces the single-tax theory to an absurdity, and shows upon how insecure a foundation Henry George raised so pretentious a theory.

As a mere scheme for raising the largest possible revenue from land, our present system of land taxation is probably the best that could be devised. It permits and encourages the virtual monopolization of the entire continent, the private owners of which are enabled to hold this land idle until increase in population brings it into use. This they are enabled to do through the universal practice of assessing vacant land at half or less than improved land.

This practice is contrary to the law, which declares that all property shall be assessed at its "fair cash value." It was found that in Chicago that vacant land was assessed as low as 3 per cent. of its actual value, while millions of dollars' worth of land was assessed at from 11 to 25 per cent. of its value.

Here is a reform that would virtually accomplish all that the single tax would do, and without any change in existing laws. Many single-taxers have done good work in this direction, for which they deserve good credit. To none, however, can greater credit be given than to Hon. Tom L. Johnson, Mayor of Cleveland, for his splendid efforts to force railroad corporations and wealthy land-owners to pay this fair share of the burdens of taxation.

But the point I desire to make clear is, that the adoption of the single tax, or the assessment of all land vacant, as well as improved of equal productivity, or site value, would enormously reduce the tax derived from land. To force owners of vacant land to pay taxes on site value equal to that

paid by owners of adjacent improved income producing land would result in enormously decreasing the taxable value of all land, and thus make the term "single tax" as implying its sufficiency for all the purposes of public revenue a misnomer and absurd. Until public opinion is educated up to the justice and expediency of enforcing present laws it is idle and a waste of time to urge so drastic a measure as the proposed confiscation of economic rent, or, in other words, the confiscation of the land from present owners.

Let me briefly recapitulate the arguments I have urged against the single-tax theory.

1. We have pointed out the injustice of confiscating from present owners the "increased increment" in which all previous owners have shared. We have seen that the confiscation of rent is virtually and practically the confiscation of the land. No justification can be offered for the expropriation of the land-owner, while leaving intact the accumulations of other classes of exploiters. Land monopoly is only one form of exploitation, not a whit less defensible than other forms of exploitation.

2. We have seen that a tax that would so greatly vary with increase of business or population would entirely destroy all security for tenure land and improvements. No poor man would risk the erection of a house in a growing town lest increase in population might force him to move or abandon his improvements, through inability to pay the continual increase in his ground rent. This uncertainty would be taken advantage of by the rich to extort increased rent for improvements on account of the possible increased risk.

3. Under private ownership of the machinery of production it is evident that mere access to land upon equality of rent would, to the man without capital, be useless. Great aggregations of capital conducting business on an immense scale, with all the costly appliances for saving labor, render it simply impossible for the man without capital, or even with moderate capital, to compete. He is and must remain, no matter the conditions of tenure of land, the virtual economic slave of those who control the modern means of production and distribution.

4. We have seen that the single tax theory is based on the shallow fallacy that present rent is "economic" rent, and that under a single tax regime it would be transferred without diminution from the pockets of private owners to the State. On the contrary, by forcing all unused land on the market the rental value of all land, improved as well as vacant, would be enormously decreased, so that economic rent instead of being sufficient in amount to provide for all public revenue, would probably not furnish one-fourth of it.

Finally, we have seen that the single tax offers no solution of the economic question. It offers to the man without capital—90 per cent of the population—all that can be made at the "margin of cultivation," i. e., on land of no rental value, with the commonest tools in use. The difference between what can be made on land of no rental value and land of the highest productivity, would be confiscated by the State in the shape of the single tax. The difference that can be made between employing the poorest tools in use, and those of the greatest productive capacity would be confiscated by the capitalist class, as "interest," or the "just return," as Henry George puts it, for their "aid in production." The iron law of wages would still be in full force and effect. All the advantage the single tax would give us over present conditions would be the setting free of unused land for a small rental, where the man without capital might eke out a bare subsistence. But we have shown that the enforcement of present land laws would have practically the same effect.

No effective solution of the labor question is possible except that which makes society, as a whole, the owners of all the means and instruments for the production and distribution of wealth—Socialism.

W. H. STUART.

FROM MANILA, P. I.

If you will allow us to utilize a little space in your columns we will endeavor to tell the boys at home why we are not heard from more often. Our mail facilities are very bad, considering the time that the American government has occupied these islands, especially outside of the city of

Manila. If a letter is mailed on the first of the month, in the southern part of Luzon, it will probably reach Manila by the last of the month. The boys in the southern islands generally get about six mails a year; some of the boys say they are lucky to receive this many.

Well, boys, if you want to come to the Philippine Islands, just enlist in the Signal Corps, if enlist you will. It does not make any difference if you never saw a telegraph office before, just tell them you are an operator, and they will enlist you at once. But if you are looking for promotion to some higher grade than a second-class private I would advise you to tell them you have been in "Fort Myer" for a session of Sergt. Carrigan's instructions. The Signal Corps is the only branch of Uncle Sam's army that is really working in these islands now, and our officers are the only ones who appreciate our hard and faithful service, but they are powerless when it comes to paying more money.

Since the increase of the army there have been over 300 reductions made in our branch of the service. First-class sergeants reduced to corporals, making a difference of \$25 a month. A first-class sergeant's pay is \$55 a month; a corporal's is \$24. The sergeants were reduced to the grade of first-class private, and the first-class privates to "soldiers," second-class privates, but the second-class handles his day's "biz" just as if he was drawing \$75 per month. Principally all the second-class privates are operators, not "Fort Myer Graduates," but men of ten to fifteen years' experience. If you want a job telegraphing for Uncle Sam, just come along. We pay you \$15.60 per month, feed you on bacon and spuds; on Sundays we have rice and salmon. You only have eight hours a day for duty if you are lucky enough to strike an office where two men are assigned for duty. If not you can consider yourself on duty at all hours, both night and day.

There have been a great many of the boys come from Cuba to these islands recently. They say that they were treated pretty nice in Cuba, but this is something they didn't expect over here.

Now, if any of you lightning slingers want to see the Philippine Islands, we will very readily resign. It is an impossibility for an operator to get his discharge in these islands now, simply because their services are needed badly.

Well, as there is no news for the outside world, we bring this to a close.

"Kn."

THE DISPATCHER IN HIS RELATION TO THE OPERATOR.

BY H. A. DALBY.

In all the walks of life, and on every hand, the principle of inter-dependence between the members of the human family is apparent. We depend upon each other socially and business-wise, and no one lives to himself alone. While each individual exercises independence of thought and action, the success and happiness of each depends largely upon the character and attitude of those with whom he daily comes in contact. To no class of men does this principle apply with more force than to the dispatcher in his relations to those with whom and for whom he works. The course of these remarks will bear upon his relations to the operator; the successful management of the dispatcher's district depending, in no small degree, upon whether these relations be right or wrong.

In the movement of trains (and in this do the dispatcher and the operator most often come in contact), the efficiency of service is greatest where the operator co-operates with the dispatcher, grasps his ideas, sees what he is trying to do and endeavors to help him do it. It has been aptly said that the operator is eyes and ears for the dispatcher, though we regret to say that some of them, through thoughtlessness or otherwise, do not furnish a very good substitute for these important human organs. By the exercise of thought, judgment, common sense and a willingness to do a little more than his actual duties require, he can make himself an exceedingly valuable aid to the work of the dispatcher, and it is more than likely that this character of service will point him out as capable of assuming increased responsibility.

Such an operator will promptly report to the dispatcher all unusual delays to trains or any expected delay, such as station work, hot boxes of which he may know, baggage and express in excess of the usual amount, or any of the manifold incidents which may come under his observation, but which are unknown to the dispatcher unless he be informed of them.

Prompt and correct train reports (with the accent on *correct*) are of no small importance; nay, they are of *great* importance in many cases. Between fast passenger trains one or two minutes difference at a certain station frequently fixes a meeting point; and yet some operators are exceedingly careless in this respect. We have found clocks in telegraph offices from two to four minutes out of the way, and the operator apparently unconscious that it makes any difference whether it is right or wrong. Not long ago an operator and his assistant reported the same train (unknown to each other) and neither the arriving nor departing time as reported by one were within five minutes of the time as reported by the other. Train sheets would show some remarkable runs between stations if all train reports were accepted without question. Three to six miles a minute would be a frequent occurrence.

Care in writing on the wire does not receive sufficient attention and is frequently a source of delay in the transaction of the dispatcher's business, to say nothing of mistakes and misunderstandings which are more than likely to arise from this cause. We have always contended that it is just as easy to write well as any other way, and that it pays in the end to take time enough to send good, plain Morse. We are aware that there are operators who will dispute this assertion, for it is evident that they find it necessary to reel off from thirty to forty words a minute regardless of whether any one can read it or not. There is but one redeeming feature with such men, and we should get hopelessly behind in copying them, were it not for the fact that when they come to such characters as H, P, V, 4 or 6 we usually have time to catch up. Once upon a time two of these mutilators of the Morse alphabet worked on the same wire.

One at "PA" and the other at "V." When either signed his office call it was difficult to tell "who was who," as in either case it consisted of ten dots and a dash. The dispatcher was starting an extra from "PA," and when the orders were completed an indescribable jargon was aimed at him, out of which he managed to make "any help against No. 51?" signed, as he supposed, "PA," to which he replied "no." Developments showed that the man at "V" had broken in (as men have done before) and the inquiry was from another train, further down the line, which the dispatcher did intend to help against No. 51. The conductor of said train proceeded to hide himself (as conductors sometimes do) at the extreme north end of the siding, until some one could walk half a mile to bring him back and give him the necessary help. Result: Serious delay to the north-bound train; lengthy explanation by the dispatcher to the train master; general ill-feeling all around; all because an operator could not take time to make a letter "V" so it could be understood.

Promptness in answering calls cannot be dwelt upon too strongly. Its importance none can deny. Train movements are facilitated or retarded by the ease, or lack of it, with which offices can be raised. Collisions have been averted by prompt measures on the part of dispatchers and operators; and serious trouble has occurred which might have been avoided had some operator been on hand when wanted. The writer assumes that this question has been discussed on every road where operators have work to do other than telegraphing, and been settled with different degrees of satisfaction. There are no new charges to present and no new arguments to advance; but we believe there is a way, by a little extra effort and the exercise of good judgment, to give attention to the wire and attend to freight, tickets, baggage and express with fairly good satisfaction to all departments. We know some operators at one-man stations who are always on hand when wanted, and there are others, who, when approached on this subject, indicate by their replies that they have as much freight business as the agent at New York or Chicago.

I wish now to emphasize my former suggestion that operators can make themselves valuable to the dispatching department by an exercise of mental faculties and a willingness to do a little more than his actual duties prescribe. On a certain occasion an order was sent including an engine number which was in error. An operator hearing the order called the dispatcher's attention to the fact that when the train passed his station it had engine so-and-so, giving the number. This enabled the dispatcher to make the necessary correction before either of the trains concerned had signed the order. Another time, a dispatcher sent an order inserting the name of another station from that which he intended. The operator who was to hold the ruling train copied the order, directing it to wait until a certain time at a station which it would have already passed when it reached the station where the order was out. The order lay on his table about three hours and he did not detect the error. He was a night man, too, with no other duties. Another instance where the dispatcher was putting out time on a passenger train at a terminal station, and by reason of incorrect information from connecting district made the order read to run four instead of three hours late. The operator might have computed the time and called attention to the error, but he did not. We do not mean to intimate that he should act as a check for all the mistakes of others, but if he shows that he has his eyes open to what is going on about him he will be almost certain of calling forth comment from those above him.

We believe that the motive which should actuate every man who serves a railroad company should be to render the most efficient service he can, and to work to the best interests of his employers. The question of pay should not enter into the matter of quality of service. If his pay is small he is not going to raise it by neglecting the company's business. If he does not receive what he thinks is merited promotion he is not going to accomplish that by a similar method. If a man does not want to perform well the duties of any position, let him give up that position. There is only one way to do a thing, and that is to

do it right. The world is tired of things which are done wrong, or only half done.

We believe this should be the prime motive of every railroad telegraph operator. We also believe that there lies a reward in railroad service for every man who seeks a higher position, and we believe there is no work of the same character which offers the opportunity for advancement as that of an operator. From it he can graduate into a greater number of departments than from any other. As a rule he has some leisure to improve himself, and opportunities abundant for practice, right in his own office. How many operators are there who thoroughly understand the switch-board—can patch wires, can put two sets of instruments on one wire, can detect a ground or cross and locate it, to say nothing of understanding the duplex, the quad, the phonoplex, the dynamo, the telephone or electric light and power? If he wants to be an electrician he can start right at home and draw pay and make himself useful to others while he is doing it. Does he want to enter the traffic department, passenger or freight? He can do that. Does he have aspirations for the accounting or general office department? A little effort on his own part, a recommendation from the agent, traveling auditor or superintendent will undoubtedly secure that. And if he *should* desire to cast his lot with the transportation department, and will follow out the suggestions we have made, perhaps some day he *might* be recommended for a train dispatcher. His troubles will have then just begun, and they will be very greatly increased if he is not prepared to adhere to the principle herein mentioned, that of doing things promptly and well.

FROM WASHINGTON, D. C.

BY EVA M'DONALD VALESH.

It would seem that there are plenty of live industrial topics in this country upon which the general public sadly needs information, and that it would not be necessary for the Industrial Commission to go abroad for something to do.

As a matter of fact, the office of the American Federation of Labor is besieged

by requests for documents and information which it has not the time or facilities to compile, because the work of organization is going on so rapidly.

The Industrial Commission could find plenty to do, but it is not its mission in life to supply real industrial statistics, so its latest bid for favor with the labor people is a compilation on European Industrial Combinations, by Prof. Jeremiah Jenks.

It is evidently not thought necessary to

think the result justified anything which might be considered of permanent value in the way of economic information.

It is difficult to prophesy what may come out of the struggle between the Amalgamated Association and the trust. There is a feeling here that the trust may still accept some settlement. Pierpont Morgan has some glimmering idea of the effect of this strike on the general public, and realizes that even if the union is crushed it may be



A CHARACTERISTIC RUIN OF ONE OF THE CLIFF DWELLINGS KNOWN AS THE SPRUCE TREE HOUSE IN THE UTE INDIAN RESERVATION, COLORADO.

Photo by J. E. Bobbitt.

devote much time to the preparation of statistics for us working people. Mr. Jenks frankly states in his preface that he spent "two months" studying industrial combination in England, France, Austria and Germany.

There are too many things of importance in this country just now to spend time analyzing Mr. Jenks' foreign researches, but I propose to do so one of these days. I shall be interested to see how much he discovered. I remember spending six months in those same countries, and with excellent facilities for economic research, but I did not

one of the victories more costly than defeat.

The newspapers are busily trying to find some differences among the Amalgamated men, or their friends, and are oblivious to the very plain fact that the trust managers are pretty much at sea and wholly divided in opinion as to what they shall do with the labor genii which has been so carelessly let out of the box, and has suddenly grown to such proportions that the whole sky is overclouded by his shadow, and all the country has a feeling of apprehension as to what may come next.

There is one error into which many people fall, and that is the belief that this tussle between the steel trust and its employees is the final one between the labor and the trusts. Not at all. The great struggle is yet to come, and no man may say just when or how, but it is not now. This is only the first skirmish. It is true, of course, that if the Amalgamated Association is beaten it will encourage the other trusts to try to crush out unionism among their employees, but it is not safe to assume that the experiment would succeed.

Organized labor would not lose heart or courage even if it were not able to help its brethren of the Amalgamated Association to a victory. It will do its level best, however, because a victory in this case will make it easier to deal with the trusts all along the line, but even if it were defeat in this case, labor would set to organizing the

better and more compactly for the next struggle.

It might be well for some of our critics to stick to facts in estimating the strength of organized labor. A New York paper flippantly remarked the other day that the machinists had been defeated, and that the miners were no better off than before the strike last year. Such a one ought to read the tally sheet, which shows how many and great the victories won by the machinists this spring for shorter hours, and should ask the officials of the mine workers to account for the rapid increase of the membership in that trade. A defeated trade doesn't aid the membership rapidly. Altogether, labor is getting ready at a great rate for the final struggle with the trusts, and doing it with a good heart and high courage.



FRATERNAL

Elizabeth, N. J., Div. 74.

Nothing having appeared in our journal for some time, the boys are wondering what has become of our correspondent, but his time seems to be taken up so much with the fair sex we had to cut him out.

The boys have come forward with their dues for the next six months in good shape, which makes our secretary smile. The election of officers took place at our last meeting, in which the following officers were elected: Chief dispatcher, T. H. Fox; first vice chief, J. J. Pendergast; second, A. K. Gerry; secretary and treasurer, H. P. Sebring; assistant, Angus Allen. Board of adjustment—A. K. Gerry, A. Allen, and John Kelly. Executive Committee—Frank Baughart and S. Dolberg. Legislative board—W. Simpson. Delegates to the Grand Division in St. Louis—A. K. Gerry and T. H. Fox.

We had a very nice meeting, and everything went harmoniously. We tried hard to place "Dad" back in the chair, but he would not stand for it. We should have had more members present than there were. Boys, you should attend our meetings better and know what is going on. Now, that the weather is a little cooler, we hope there will be better attendance.

We were sorry to lose Bro. Shaffer. He proved a very good man, but other business compelled him to resign. However, you will find Bro. Sebring O. K. I am at present unable to give his address.

Bro. Kaiser, of Claremont, was on hand, and told of his little scraps with the officers of the law in regard to green goods. Bro. Kaiser is all right, and we hope to see him come out on top.

Bro. Fox resigned his position at Carteret and is now working for the W. U. at Elizabeth. Tom says "it's all to the good," but he doesn't know who is going to take care of the postmistress at "RX."

Bro. Ledder, of Harrisburg, Division 3, relieved Bro. Fox.

Bro. Brown is back at "FX" again, after being in the hospital for some time.

Bro. Galloway, who was in the Jamaica (L. I.) hospital for appendicitis, is slowly recovering.

We received a letter from Bro. Halloren, who is with the New Haven road. We are glad to hear Mike is doing well.

Bro. Golden is doing the owl trick at "K," nights, since the other fellow "flew the coop."

CERT. 391.

Scranton, Pa., Div. No. 87.

Delaware & Hudson Railroad—

Our first meeting this month, at Carbondale, was not as well attended as it might have been. This meeting in Carbondale is being held for the sole accommodation of our members north, and a majority of the boys from the lower end think they might show that they appreciate the fact by getting out as strong as they possibly can, even though it may inconvenience them for one night a month. Come, ye northern brethren; wake up and show what good stuff is in you.

Our Scranton meeting was the most important one we have had since organizing, inasmuch as it was our first election, and shows that our men are on the lookout for the best interests of the Order by the set of officers and delegates they elected to represent them for the next year.

The following is a complete list of the officers elected:

Bro. M. F. O'Malley was elected to fill the office of chief telegrapher, without any opposition whatever.

Bro. D. P. Pace, to fill the important office of secretary-treasurer, which he has filled so ably since our organization with entire satisfaction to everybody.

Bro. F. H. Gilleran was re-elected to the office of first assistant chief telegrapher, without opposition.

Bro. M. D. Moot, re-elected to fill the office of second assistant chief telegrapher.

Bro. G. F. Taylor, re-elected to the office of marshal.

Bro. P. F. Kilker, elected to the office of past chief.

Bro. H. J. DeGraw and Bro. E. F. McCarty, appointed to fill the office of inside and outside sentinel, respectively.

With but one exception the old officers were all re-elected, and that was the election of Bro. Kilker to the office of past chief, which was held by Bro. Broad last year.

Bro. McClean was with us at our Scranton meeting, and made things hum when he got up to speak. Wish we could have you with us more often, Bro. McClean.

It is reported that a certain party at Pittston is failing since Bro. Cipperly went to Carbondale to work. Of course, it is not necessary to mention any names, is it, "XN?"

When your humble servant accepted the duties of correspondent, he asked that any member along

either the N. Y., O. & W. or D. & H. would send him any notes of interest for publication in *THE TELEGRAPHER*. He has no recollection of receiving any such notes from any member except his assistant on the O. & W. Now, brothers, if you wish to see a good letter in each month, you must give some assistance, as I am not located in a place where there is much news flying, and all I can get is what I pick up at the semi-monthly meetings, so be charitable, and help me out.

Vacations for the operators on the D. & H. seem to be a thing of the past. There are at least five men trying to get a week or ten days to regain, if possible, some of the lost aovidupois, but as yet their chances seem very poor. Don't lose all hopes, boys; you might possibly be able to get a day off Christmas; if not then, you might make it for next summer.

CERT. 6.

St. Louis, Division No. 2.

The "goal has been reached." Through the untiring efforts of our officers and members since the date of our organization, January 10th last, we have increased our membership at such a rapid rate that the close of August finds us the banner local division of the Order. Now that our purpose has been accomplished, we do not expect to allow our energies to diminish in any way, but to continue the work of organization with renewed vigor, inspired as we are by our past success.

Routine business was transacted at our regular meeting of August 5th, twenty-two applications being ballotted upon and the applicants elected to membership.

The following officers were then elected: Chief telegrapher, L. W. Quick; first vice chief telegrapher, J. W. La Fever; second vice chief telegrapher, F. J. Bick; secretary and treasurer, P. L. Yerby; representatives to Grand Division, L. W. Quick, J. H. Studer, P. L. Yerby; alternates, W. H. Moore, W. J. Score, C. P. Comer.

A communication was then read from a committee formed for the purpose of arranging for a monster union meeting in St. Louis, in which our Division was requested to name a committee to co-operate with committees of the various Brotherhood lodges in St. Louis and East St. Louis in this matter. Bros. L. W. Quick, J. W. La Fever, and F. J. Bick were elected as committee to represent this Division.

At our meeting of the 19th many communications were read, and eighteen applicants for membership in the Division were balloted upon and elected to membership.

The announcement was then made from the chair that the Board of Directors had named St. Louis as the meeting place for the coming session of the Grand Division, and the question of arranging suitable entertainments for the delegates was discussed at considerable length, and a committee appointed to investigate fully the feasibility of the various entertainments suggested with

instructions to make final report at our next meeting, September 2d.

Toledo, O., Division No. 91.

A local division of the O. R. T. was organized in Toledo, O., Sunday, Aug. 4th, with about twenty-five charter members, and a large number of operators will join at the next regular meeting. Bro. L. W. Quick, of St. Louis, secretary to President Dolphin and chief telegrapher of St. Louis Division No. 2, made an address and installed officers. Deputy President Frank S. Trickey, who is doing excellent work in this territory, was also present. G. I. Stiles was unanimously elected chief telegrapher. F. W. Smith was chosen secretary and treasurer. First vice-chief, F. A. Montanbault, of LaSalle, Mich.; second vice-chief, J. H. Doherty, of Monroe, Mich., and past chief, H. C. Ostrander, of Toledo.

A vote of thanks was heartily given to Bro. G. R. C. Faling, to whose untiring faithful worth is due the successful organization of Division No. 91. Great enthusiasm was shown. A more competent set of officers would be hard to find in any lodge. They are all the right men in the right places. The telegraphers on the twenty lines of railroad radiating from Toledo have long needed a lodge to bring them together, and we hope not a telegrapher will fail to join this Division. All the other railway brotherhoods have flourishing lodges in Toledo, and no lodge of our Order has started under circumstances more auspicious.

Toledo is a center for several of the oldest, wealthiest, and most conservative trunk lines in the country. The policy of these roads in the past shows that they appreciate the fact that they cannot afford to antagonize organized labor. Petty officials may bluster; but not a road enters Toledo whose highest authority has not recognized the right of its employes to organize. Engineers, firemen, conductors, trainmen, and switchmen all have their schedules; their representatives are received and their grievances adjusted. The growth of the O. R. T. is not a threat or a menace. Its mission is not hostile, but educational. Every individual telegrapher should perform his duties zealously and faithfully, and should strive to render his services indispensable. In return, he has a right to ask for a fair contract and wages commensurate with his responsibilities. We wish to impress the fact upon the minds of our officials, and experience has taught there is no argument like organization.

Division No. 91 has raised the banner of these principles in Toledo, and we believe every self-respecting telegrapher in that vicinity will prove his courage by giving it his loyal support. Telegraphers, put yourselves on record. Assert your independence. Make a firm stand in behalf of yourselves and your fellow-workers. Never were conditions so favorable. Join the Order of your craft—not to-morrow, but now; and Toledo Local Division No. 91 of the O. R. T. will fill no unworthy place in the onward march of labor.

"NEMO."

Utica, N. Y., Division No. 90.

Division 90, instituted at Utica, N. Y., Saturday, August 24, 1901. We had with us our worthy President, Bro. M. M. Dolphin, and our hustling organizer, Bro. J. A. Brandon, who is doing some fine work among the boys along this line.

We were very much disappointed because more of the brothers did not attend our first meeting. Why, one brother told me he would be there if he had to walk. I guess he is still on the walk, as he has not shown up yet. Our worthy President delivered a very eloquent speech, which was very much appreciated by all brothers present. Call again, brother; we will be glad to see you.

I would like to see as many brothers attend our meetings as can in any way find it convenient. Take an interest in the good work which we have just started. Let us all pull the one way, and I am sure we shall have success.

At this writing I have just been informed that there are fully one hundred petitions secured. By September payday we will have a very flourishing Division.

Now, brothers, work hand in hand, and co-operate with the organizers and make organizers of yourselves likewise. Any information or petitions desired will gladly be supplied by the secretary and treasurer.

Bro. Brandon has the territory mapped out, and is having it systematically organized, and the task he has undertaken is no snap, but he is capable of its manipulation.

My mate has arrived, so I am going home, hungry and tired. So, for the good of the Order, I will cut out. I am, Fraternally,

MOHAWK.

Philadelphia, Pa., Div. No. 30.

The Division held its regular monthly meeting at usual time and place, the third Friday evening, northwest corner Thirteenth and Arch streets, and a large attendance was present. Visiting members from Philadelphia Division No. 4, Camden Division No. 84, and Trenton Division No. 85, turned out in good numbers. Election of officers for ensuing year resulted as follows: J. P. Simmons, chief telegrapher, B. & O.; E. T. Seibert, first vice-chief telegrapher, B. & O.; M. E. Casey, second vice-chief telegrapher, P. R. R.; James Hutton, secretary and treasurer, P. R. R.; J. J. Ryan, trustee, to serve three years; Bros. L. K. Marr and H. A. Smith, now filling unexpired term as trustees, for terms of two and one years, respectively. Bro. P. D. Sell was elected delegate to the Pennsylvania State Legislative Board of Railroad Employes' Convention. Bros. J. H. Hughes and L. K. Marr were elected delegates, by an almost unanimous vote, to the coming convention at St. Louis, with H. A. Smith (as first) and J. A. Donahue (as second) alternates.

The former officers of the Division, having held these positions for the past three to five years,

declined renomination at July meeting, so that some of our younger brothers, and possibly aspiring, might have an opportunity, and at a later day exercise some of their fluent qualities. Our past officers certainly deserve unlimited praise for the manner in which they have conducted the affairs of the Division up till the present. They have at all times been punctual and rarely absent at their Division meeting, nearly all having to make a great sacrifice to be in attendance. As the election now stands, the offices are about evenly divided between B. & O. and P. R. R. members.

This seems to have happened by accident, as lines are never drawn in the division room, and less often out of it. Our new chief telegrapher will make (remaining) appointments an occasion of his installation at meeting this month, on the 20th, and don't forget this, for you may get your journal before then (members attending this and other meetings in the present term must have cards reading to December 31st next, or be on hand prepared to pay for same. Almost all, however, are clear in this term). The chairmen of L. B. of A. were elected almost the same as last year, and are as follows: E. T. Seibert, Philadelphia Division, B. & O.; L. K. Marr, Philadelphia Terminal Division, P. R. R.; D. R. Lee, W. J. & S. Divisions, P. R. R.; J. J. Ryan, Philadelphia Division, P. R. R.

A committee of three was appointed, with full power of action, to look over the Amalgamated Association situation and take whatever steps necessary in the financial and moral support of our oppressed brethren. Before adjournment a handsome sum was advanced by the members present in the creation of a fund from which a monthly contribution will be forthcoming, if acceptable by the Amalgamated membership.

A committee was appointed to draft resolutions in support of the striking pressmen and assistants' unions No. 7 and 4, of Chicago, Ill. It was almost 11:30 when the Division adjourned, and in this short time an abundance of business was transacted. The election was conducted without a flaw, and "good fellowship" throughout existed.

Notes—

The Sec. and Treas. is well pleased with the present Bro. Seibert made the Division. Whose to be our next marshal? Boys, don't be backward about calling on Divisions Nos. 4, 84 and 85 occasionally. We should show these brothers that we appreciate their visits. You seem to be neglecting your Division Correspondent, as all the railway divisions (about nine in number) are not properly represented in our journal monthly in the notes of this Division. Be sure and send your notes to J. P. Simmons, No. 517 Chestnut street, Darby, Pa., on or before the 25th of each month.

We have just learned that Bro. J. A. Donahue has lost his handsome O. R. T. watch charm, and would be glad for information leading to discovery of same. This was a fine gold mark, made to order, with sounder and wreath on one side and his monogram, J. A. D., on the other.

Mr. Felix Heffner, barber, at 1464 North Fifty-second street, near Fifty-second and Lancaster avenue, West Philadelphia, has opened a first-class union shop at that place, and every member and brotherhood man residing in that vicinity are earnestly requested to patronize his place. This is the only union shop in the vicinity.

Bro. Hoopes and the "assistant" leverman on the middle track, at "N" Tower, Pow avenue, have been posting up in the laundry business, and propose opening an "up-to-date" establishment in the near future.

At last the trolley car men have again started to organize in this city, but they have one organization too many, and it will be interesting to watch their movements. An effort is being made, however, to consolidate the two.

Some fifteen or twenty trackmen struck last month, near Powelton avenue, it is presumed, for more money. After being off about ten days they were allowed to return to work. They now work an additional hour daily, and instead of \$1.25, they are getting \$1.35 per day. Labor seems to be scarce, and there is plenty of work for them at present. They are not organized. Improvements continue, and the freight and passenger business is heavy all around. DIV. COR.

A Philadelphia Division Incident—

The grey of early morning dawned o'er Foy's Hill,
The birds were warbling praises, all else was calm
and still,

When, from out the tower, walked the operator,
tired,

Home to go upon his bike, that morning bright
and mild.

His dashing wife he thought of, her some flowers
he would bring;

So up the railroad bank he sped with very nimble
spring

To pluck the sweet magnolias, which grew abund-
ant there;

All else was soon forgotten, he had no other care.

Alas, alack! "the plans o' mice and men oft gang
aglee,"

He left his bike upon the track, his thoughts were
up that tree.

But all too late, he heard a sound, which seemed
like thunder's roll.

Old 99 was surely due, why had he not been told?

Fate pursues all men alike, the high as well as
low;

For careless ones it pities not, saying, Reap as
ye would sow.

The deed he was performing should have been
good excuse,

But fate decreed it otherwise, as onward it pur-
sues.

Old 99's momentum was so great it could not
stop

To avert that great catastrophe, no warning had it
got.

With a sound most *unlike* thunder it hit that iron
bike;

Caused visions of a five-mile walk, dim that oper-
ator's sight.

Now, "TA," take warning when riding your bike
upon the track;

The track is no place for a bike when you're not
upon its back

To take your bike from off the track when up the
bank you chase,

And save any future trouble with His Highness,
H. K. H.

C. & N. W. System, Div. 76.

Wisconsin Division—

Jake Jacobson, after a few days' work at Fort Atkinson, has accepted a place with the Central and gone to Stevens' Point, to work for that line. Jake is quite a flitter.

John Faller is once again at his old stand at Fort Atkinson, after a few days at Neenah. Jack doesn't like the north end so well.

Billy JoeHuke is holding down Jefferson, nights, after a fling at the Pan-American.

F. J. Heimeil is now the agent at Jefferson, vice Moody Weil, who has gone to Dakota. Mack Woolverton holds the day operator's job in Heimeil's place.

Agent Pratt, at Fort Atkinson, is mourning the loss of help, but it is necessary to cut expenses, as the road is getting poor.

Clyman has a new depot to replace the old one, which burned last winter, and Wiley Young looks correspondingly happy.

S. H. Swap, at Johnson Creek, has had the title, express agent, added to his list, the agency of the American Express Co. at that point having been turned over to him. That's where it belonged, Shep.

F. A. Wademan, vice G. M. Flagg, is agent at Depere.

W. H. Bosing takes the place of S. C. Duley as agent at Princeton, on the S. & W. line.

Herman Stark, vice A. W. Stark, at Little Chute.

T. F. Moore, for a long time agent at Fond du Lac, has resigned his position with the railroad company and embarked in the coal business for himself. Fred D. Pendell, formerly of Harvard, takes the Fond du Lac agency, with its incumbent troubles. G. Perkins, operator at Harvard, has gone to Chicago, and Charley Ableman takes his trick. Didn't learn the other changes down there.

Charley Armstrong at Oak Center, to relieve John Nelson, who goes to State Hospital, in place of F. G. Wolf.

Malone, on the S. & W., loses Chas. Armstrong as agent, his shoes being filled by C. R. Lindow.

Bassett's and Irwin Lakes have also had a change. G. N. Bassett and Geo. Graves, vice R. L. Bassett and O. A. Demmon, respectively. Demmon goes to Hebron, vice P. E. Woodbury.

Clarence King, at Woodworth, vice W. P. Li-vesey.

Woodworth Hill is being cut down a good deal to enable trains to handle more tonnage, and during the progress of the work the K. D. trains are running around to Milwaukee from North Yard, via Janesville and Jefferson Junction.

Business is extra fine these days, especially on the Janesville-Green Bay line, with Fond du Lac, Janesville and Jefferson Junction all tied up with cars. Several days lately it takes from one to eight hours to get four miles, on account of cars. Maybe you think that's so, but it ain't.

Div. Cor.

Ashland Division—

This Division is not very well organized, and needs a good lot of workers for the Order to get it into line, as well, also, as the Peninsula Division. Lots of changes in agents along the line lately, but we can only mention a few, as time and space are limited.

Gogebic, Mich., is opened up, with G. S. Kramer as the company's representative.

Emil Joehuke, erstwhile of the Wisconsin Division, is now holding forth at Wilson, Mich. Stir the boys up a little, Emil.

Chas. W. Scott is transferred from Two Rivers to Port Washington, vice Leo F. Husting, who goes to New London in place of F. L. Zang.

Phil. Johnson, at Mequon, to relieve W. J. Watts, who has taken Stratford, in the place of Otto Reinke. Reinke goes to Aniwa, vice Frank Merrill, and Merrill to Two Rivers.

Wm. Armstrong, vice T. M. Loranger, at Summit Lake.

Fenwood waybills bear the old Odanah scribe of Frank Shimeck, who relieved R. D. Jenkins.

Clyde A. Bryant, at Whitcomb, vice Geo. Bassett, and T. C. Laughlin, vice A. G. Nazal, at Pelican.

Mat Kramer at Cecil, in place of M. Berberick.

Div. Cor.

Fort Worth, Tex., Div. 19.

Division 19 held its regular monthly meeting August 19 and elected the following officers for the ensuing year: B. H. Green, chief telegrapher; A. M. Floyd, vice-chief telegrapher; J. R. J. Auston, secretary-treasurer. Bro. Auston was also elected representative to the session of the Grand Division, to be held at St. Louis in October, and Bro. Green chosen as alternate representative.

Members located at points outside of the city are requested to communicate with the secretary on any matters regarding the welfare of the Order and the Division. Applications mailed upon request. Every member should make an organizer out of himself, and at least secure one or two applications a month. Is your neighbor a member? If not, why not?

Div. Cor.

Williamsport, Pa., Div. No. 24.

We understand that Bro. Young's potatoes, after a hard struggle, have at last reached the sunlight. Brothers, send in your orders early and avoid the rush. Terms, cash.

Bro. Staver has gone in the political business. We are told that on the night of August 13 he offered a certain conductor any government position he wanted, providing said conductor had the price.

Bro. Klingengerger made a flying trip to Lock Haven one day last week. The boys are guessing as to what the attractions are at "K."

Hymer is now a regular ham factory, having turned out two in the last eight months, and "RO" is not much better. People who have students for no other reason than to get out of doing their work have no kick coming when they cannot get their wages increased.

It would, indeed, be a pleasure to see some of the faces that have been missing for some time at our next meeting. We will try and make things pleasant. Give us a trial.

Bro. Buck is again working the sunlight trick at "Q," and should have a chaperone in the evenings, as he is a bad man on pretzels.

Some of the boys started a report that Bro. Stanley has begun whitewashing pebbles for nest eggs, but we hardly think that of "GU," although he may have done it to the gold bricks he got in Jersey.

We are sorry to hear of the death of Miss Curts' father, and the serious illness of her sister. She has our sympathy in her hour of bereavement, and best wishes always.

Opr. Dieffenderfer, who left our ranks for a position in Altoona, has returned. He reports seeing Bro. Nicely, and says he is well satisfied. Who shouldn't be, with his lot?

Bro. Staver enjoyed a few days sunlight work during the illness of Bro. Scott, but suppose he would sooner have Billy in good health than daylight work; in fact, "R" couldn't stand it.

Some of the boys who are kicking about work should strike "DY," at night, for a few hours. Two blocks and the yardmaster and levers to contend with, besides the message work with "GO," are enough for two men, but Bro. Dauberman handles it first-class, and has an able assistant every other Sunday evening.

Mr. McCloskey, from North Bend, has been working "GO" during the absence of the Ewing brothers, and makes the lightning fly. With a little heavy talk, this boy might be drawn among us. Let's try.

The boys in the general superintendent's office had a paper in front of his royal highness (E. B. W.), for more wages, and were feeling jubilant over their prospects, but the old man offered to accept their resignations at once, so they all wilted, except a few of the young ones. Wagner and Frank Ewing never wilt at any one. Too good.

Mr. Zeigler, the night owl at Milton, has been absent the last few Sunday evenings, and report

has it that he was found burying his teeth in a porch railing. Jim should teach him better, or Pittsburg may trim his jacket, and fix his clock, besides.

IN MEMORIAM.

Inasmuch as it hath pleased Almighty God, in His supreme wisdom, to remove by the hand of death our brother, E. L. Hayes; therefore, be it

Resolved, That the fraternity has lost a true brother and the family a dutiful son.

Resolved, That the members of Division 24 extend their deepest sympathy to the stricken mother and family in their sad bereavement, he being his mother's support, and commend them to the all-wise God "Who doeth all things well." Be it further

Resolved, That these resolutions be spread upon the minutes and published in THE TELEGRAPHER, and a copy furnished the family.

J. I. KLINGENBERGER,

C. F. FORTNEY,

W. M. SCOTT,

Committee.

Grafton, W. Va., Div. 65.

At the last regular meeting of Division 65 officers were elected for the ensuing half year, as follows: L. G. Cockrell, chief telegrapher; W. E. Maloney, first vice-chief telegrapher; H. P. Robinson, second vice-chief telegrapher; E. F. Garrity, secretary and treasurer; G. W. Foster, marshal.

L. G. Cockrell and H. P. Robinson were elected delegates to Grand Division, with W. E. Maloney and W. M. Moran as alternates.

These are all first-class men, and all that is required is that they may each discharge the duties of their respective offices properly and with honor, with the co-operation of each member of the Division. We cannot expect our officers to accomplish much unless they have the assurance that the heart and soul of the membership is with them in all that they attempt to do for our good, whether singly or at large.

One great trouble with the majority of the members of Division 65 is that we are too indifferent to all that is going on about us. We do not seem to realize the fact that, inasmuch as we are members of a labor organization, we have voluntarily brought ourselves under obligations that must be met and disposed of. It is very gratifying on different occasions for an operator to know that he is a member of an organization that is able to protect him from injustice at the hands of his employers; but *how often* does he reflect upon himself and feel gratified to know that he has done *all* that has been *possible* for him to do, that the organization of which he is a member can boast of protection to its members? We must not allow ourselves to become so indifferent to *our own interests* as to overlook the fact that the second greatest labor organization in the

country is fighting the greatest battle in its history, and none of us know when we may be called upon to fight for the same principles that this organization is fighting for. So I say that it is time for us to awake and become members of the O. R. T. not only in name but in our deed and actions. Let us try and assist our officers and brothers to the extent of our ability, and the first thing to consider is our presence at the meetings. Brothers who stay away from the meetings cannot expect to know what was done at the meetings, because, in the main, it is not for publication. I hope that each of you will make a resolve, something after the shape of the one that I have made, and that is, that "I will be present at meetings if I can, and if I can't, it will be just because I couldn't."

With best wishes for the fraternity,

A. S. RUSHFORD, Cor.

Boston & Maine System, Div. 59.

The waters of the sea cannot be swept back with a broom, neither can the spirit of O. R. T. be eliminated from the B. & M. through failure to accomplish at first trial all some had expected. Reviewing the situation from the time we first organized up to the present time covers a period of some two years, and during that time we have had a Local Division formed and sent committees before the management, sent delegates to two conventions, and finally formed our present System Division. We have also had trouble with our own members, some evidently being in the organization for personal benefits only, appropriating the Division's money for their own use, until they were exposed and expelled from the Order.

Some members used such lying and deceptive methods in their dealings with the brothers that when they reached their short career the organization, in many cases, was judged by their actions. Whether they were dishonest at heart, or their ambition to accomplish got the better of good judgment, I cannot say. But all these things have done us good. Experience is the dear teacher of the amateur. It was bound to come. We had to pass through it once, and at the beginning, which has now come and gone. We will profit by our experience. We are a better judge of human nature. We know we can accomplish nothing without hard work, to which must be applied a grain of honesty and business method. We can accomplish nothing without these, but let me add herein lies the secret of success we have been looking for, with honesty and business methods we can accomplish and attain our ends. All things can be accomplished by these methods if persistence be added to them.

Members that came in when their enthusiasm was worked to a high pitch have, of course, floated back again on the receding tide, but that was to be expected. They had not the true spirit; it was new to them; they had not time to learn the principles of our organization, which is every-

thing. Every man worthy of being called one has a principle, and ours should be the principle of fellowship, the right to organize, to be represented by committees, the same as the stockholders are represented by the officials of the road in their dealings with the public. Some call this principle sentiment. I call it sentiment. The world is moved by sentiment. We went to war with Spain through sentiment. No soldier goes to war for money. It is either through sentiment or love of adventure. All good things come about through sentiment. Sentiment and principle mean the same thing. I know members in Division 59 who receive as high as \$3 per day. Do they belong because they expect a raise in salary? Hardly; they belong because of the principle, because they know it is right. I know a brother who has been a member of our Order about six years, and he has not as yet derived any direct personal benefit from it. But he has seen others derive benefits, and isn't that sufficient? We must understand the Order is for the many and not the few. I have had the pleasure of seeing the telegraphers of this road reap the benefit of a yearly increase of about \$30,000 through the direct efforts of the O. R. T. This increase was brought about by agitation and put into effect just before our committee called on the management. The members in the organization at the present time are solid and substantial, and I call upon them to remain so. Stand by our colors. A blush of shame sweeps over me as I think of some of our telegraphers. Some even go so far as to believe we are not created equal. I respect officials of any concern for their brains and ability; also pull; but do not regard them with awe. Brother telegraphers, they are only men, the same as you and I. I have had dealings with officials of high and low degree, both personal and business, and I have found them only men, possessed of the weaknesses and dissipations of the human race. They are the same as ordinary mortals. They know we receive not enough for our services; they must often wonder why we do not attempt to get more. Some would gladly give us more money if we only asked for it. It is ours for the asking, but it must be done in the proper manner. They hold their positions through the pleasure of some one else, and cannot give until the proper pressure is brought to bear, and that can only be accomplished by thorough organization, demanding in a body for our rights. Brother telegraphers, I appeal to you to stick to the organization, reorganize, be truthful, use business methods, be honest, be cautious, appoint committees, appeal to the management, and I feel sure the day is coming when our efforts will be rewarded.

Div. Cor.

Camden Division 84.

Our election of officers at last meeting passed off very satisfactory to all present, although they were few.

Our membership is something to be proud of, as our chief for next quarter is a Philadelphia Divi-

sion man, and we have several members from the W. J. S. and P. & R. roads.

Some of our brothers with grievances failed to appear at last meeting. We cannot do anything in your line if you fail to come out and speak your piece. Don't be discouraged. We are still young, and many good things will come in time. We hope to see a goodly number of our members out next meeting night for the installation ceremonies. An earnest effort is being made to make our meetings entertaining and pleasant, and we hope to see more interest taken in the way of attendance than during last quarter. Some of our brothers are a trifle slow in paying up to date, but it is to be hoped that all will have current cards and password by next month.

Boys, don't forget that our next meeting will be one of more than usual interest, as our entertainment committee have made arrangements to produce fizz and foam for those inclined and have blankets for the goody-goodies who desire it.

Div. Cor.

Chicago Commercial Notes.

We thank Bro. Louie Whitcomb for his change of mind as regards salaries. The W. U. here was in great danger of losing very nearly every old-timer on its payrolls because Louie thought fifty dollars more than enough salary, and refused to reward faithful service with an increase in salary. Whitcomb saw what was coming, and he promptly raised over thirty men to seventy-five dollars per month. He has promised to give substantial increases in salary to as many more within a short time.

Bro. C. H. Finlay is getting there. He is very well liked by us all now. His son, Ray, is now with the Long Distance Telegraph Co. at Toledo.

From W. U. branches to main office we find Miss Martha Corts, I. Thomas, Edward Martin, M. Buckley, and many others too numerous to mention. Bro. M. Buckley is lying dangerously ill at his home with typhoid fever. We pray for a speedy recovery.

Bros. Fruin and Downey, from main office to "BX" office, South Water street, at substantial increases in salary. Congratulations.

We now have with us Bro. David Firth, at Hyde Park, from Northern Pacific R. R.

Havelock Firth has been working at N. K. Fairbanks' private office during the past two weeks, relieving regular man.

We have amongst us Bro. Arthur, former Division chief, and several more Postal men, all coming here at reduced salaries, on account of rotten treatment at Postal.

Chief Opr. H. B. Hancock, of Postal, is doing good work in ridding us of bonus wires in a very fine way "for the company." A man is assigned to a bonus wire, works several hours, and nearly has his limit in "270" messages, when he is taken off the wire and assigned elsewhere, thereby losing his bonus. We feel no sympathy for the men, however, as they deserve such treatment, they having been warned time and again that the com-

pany would do any with the bonus feature when it found out the amount of work a man can and is willing to do.

The Postal pays several of their men \$85 per month, and no bonus; expects each man to handle approximately four hundred messages per day, and calls them first-class. Therefore, when applying for a position, ask for and insist on \$85 per month.

WANTED.—Address of W. D. Duncan. Sister of Opr. John L. Fitzgerald writes Superintendent W. J. Lloyd, W. U., Chicago, asking his aid in locating her brother. Can any brother furnish the information?

Nothing new at Postal; same old gag; rotten treatment, and lots of red tape. The Postal is unable to hold employes for any length of time. A new rule at Postal fines an operator 25 cents for making a bull with a \$20 per month City Line ham. Great, isn't it?

Bros. Pettit, Wilder, and Elder, of Postal, on vacation.

Bro. A. Abrams assigned to Chicago *American* office at \$15 raise. The Chicago *American*, by the way, treats its telegraph operators better than any paper in Chicago. It's a strictly union paper, and only friend of labor in Chicago.

Will give \$2 for best Chicago writeup for next issue. Who will do it? We're not all dead in Chicago, are we?

CERT. 32.

New York Central & Hudson River Ry.

Hurrah for our new Division and its officers and members. Long may she live and prosper. We started off with a rousing membership, and have about 25 or 30 more to line up on payday. Now, that we have got a good start, let every man do his part, and all will be well and good.

Now, brothers, every one of you please try and get to meetings regular and we are sure to be one of the largest Divisions in the East. We have a large scope of territory, and there is no reason why if every member will do his part we can't be the banner Division. At least, let every member work to this end, and remember our Division will be just what its members make it. We do hereby extend a hearty welcome to one and all members of our sister Divisions to call and see us.

I will now play out for this time, with best wishes for our Division and success to the noble O. R. T. in general.

CERT. 20.

Plant System.

I note one of our brothers giving THE TELEGRAPHER a Seaboard Air Line breeze, but no one on the Plant system seems to take that much trouble. Do not get the idea we are all hams and nons, for the S. F. W. Division, from Savannah to Jacksonville, numbers some hummers and a good sprinkling of members.

Our new chief dispatcher, Mr. W. S. Shackelford, is an artist of the first water, and in his capacity cannot be beat, nor can the friends of Mr. L. B. Mobley, the former chief, listen to any disparity. I do not know our chief's views

on our subject, but it is to be hoped they are all with us.

I see mentioned some old-time friends and brothers of mine. Bro. Allison, Cambridge, O., and Bro. Deck, of Spencer, O. Once in a long time I hear about Bro. Jim Gallagher, of Zanesville, O., my native home.

Very sorry I could not get off to Ocala, Fla., the 5th, when the O. R. T. put up a new canvass.

If we could have a Division at Savannah it would allow myself and Bro. J. R. Napier, agent S. A. Line, at Ways, to get off and knock for admittance.

Hope all the boys will come in line. Time is past now for coaxing. If they don't come in by good examples from us, they would make sorry converts.

COR.

Detroit Southern System.

LOST.—Detroit Southern System Division No. 48, somewhere between Lima and Jackson, O. Finder please return to Bro. E. English, general chairman, Jackson, O., and receive reward.

There has been several changes of agents and operators since our last appearance in THE TELEGRAPHER. Mr. O. P. Hellings, agent St. Paris, resigned, and has accepted a position as cashier with the Big Four at Union City, Ind.

Mr. P. U. Heaton, transferred from Quincy to St. Paris.

Bro. R. F. Exline, transferred from Thackery to Quincy.

Mr. J. Knisley appointed agent, Thackery.

Mr. M. V. Baker has been appointed acting agent at Unionopolis since the resignation of our general secretary and treasurer, Bro. H. C. Mitchell. We hear from good authority Bro. Mitchell is going to locate at St. Louis, Mo.

Mr. Whitey, operator for car accountant, resigned. Have not learned as yet who filled the vacancy.

The boys on this line were asked by the railroad company to send their watches in for examination by August 15. When they were sent in it was found there were but few watches passed the rigid examination given by the inspector, who was appointed by the Ohio Southern, and most all the boys on the line were compelled to buy new ones.

Mr. W. Mitchell has been appointed agent at Geyer, vice Bro. P. Sheets, resigned.

Will cut out now and give some other brother a show.

G. WHIZ.

Seaboard Air Line Railway.

Savannah to Jacksonville—

On account of sickness could not attend the meeting at Ocala on the 5th inst., but understand that Division No. 89 was formed and a full set of officers elected. Officers: Chief telegrapher, M. W. Hogan; first vice-chief, H. B. Alden; second vice-chief, C. B. McRae; secretary and treasurer, L. H. Hubbard; inside sentinel, P. E. Bliss;

outside sentinel, D. D. Weeks; marshal, A. H. Hodges; delegates, S. B. Vining, C. H. Buell; alternates, F. G. Armistead, D. B. Lynn.

Latest report from Bro. Connor, organizer, very encouraging. He reports 99 per cent. of the operators, Savannah to Hamlet, as joining the Order. This is, indeed, good news, and we are glad to hear that the boys are taking an interest in thoroughly organizing the road.

In a very short time we will have a thorough organization, and I think we should have a schedule at an early date. There are a great many things to adjust, chief among which should be an increase of salary and an allowance for extra time; also, an arrangement for operators to attend meetings. Would like to hear from some other brother on this subject.

We have at last succeeded in converting Mr. Atkinson, night operator at Woodbine. His application went in several days ago; also, night operator at Riceboro, Mr. Miller. I understand his application has gone in. The credit for securing these two members is due to Bro. Crawford, of Woodbine, and Bro. Harris, of Kingsland.

There are several others that we are after, and hope to be able to report them next month.

Div. Cor.

First Division, Richmond District—

Our esteemed Brother "Tar Heel," in August issue, made some points that are quite pointed, and all they need is to be driven a little to make our "claim to be brothers" feel the sling. Our correspondent in June gave us a good sendoff with a few exceptions as to who were and were not brothers, and we hope to hear from him again. Yes, it is true, we have a very few nons, who have been posing as stanch O. R. T.'s, and if it were possible they would deceive the very elect, but masks and deceit soon show what they endeavor to cover, and truth comes to the light, and, like the lightning-bug convention, fleeing at the appearance of the sun, they flee for darkness. Let me say to such, reflect a moment, be that is not for us is against us. Get off the fence and stay on one side, and don't be ashamed for the world to know which side you are on. Consider your interest and ours; repent and come and go with us with heart and hand to accomplish that which justice gives us. We have but little room for complaint, as we can claim 90 per cent. on our Division. Our nons are in a small minority. One of them is so lonesome he is trying to make a "ham" out of "bacon," and is starting a miniature factory, but material and machinery are both lacking, and we question the quality of the converted "bacon," and doubt the ham being marketable. However, the product is not much to be dreaded. Brother, God will hold you responsible for spoiling that farmer boy's future.

Large forces of men are at work ballasting and surfacing track, and we expect to have one of the finest pieces of road in the South ere winter comes on. Messrs. Barr and Parsons, as well as the officials under them, believe in having first-

class track, and the work will be second to none when the surfacing is completed.

Our agents are sadly disappointed in not being able to get any vacation. Not one on our Division has been able to get off as yet, and several have not had a vacation of even a few days in two years. Only three relief agents allowed on the S. A. L. Ry. System, 2,591 miles of road. No wonder none but the very sick ones can get relief with such a small relief force. We hope our officials will increase the relief force soon. I will name some of our brothers. If any are overlooked, please excuse the oversight.

At Hermitage, Bros. Crawford and Drainard.

Richmond, "R," Bro. Foster; don't know night man.

Manchester, Va., Bro. W. M. Bullard. "BD," sorry you could not have your vacation, but hope you will get it yet.

Chester, Va., Bro. W. C. Trueheart.

Petersburg, Va., Bro. L. R. Goulder, days; Bro. Herman, nights; "PG," Bro. Tucker, three stanch O. R. T. brothers. Too hot here for nons to stop.

Burgess, Va., Bro. C. O. Morgan, who stood firm in the Southern Railway strike, and still stands firm in our Order.

Dinwiddie.—Hello, Bro. C. F. Carlton continues the good work, and lectures the nons until they come in.

De Witt, Mr. W. J. Beal, a non; don't know night man. "JO," we want to put brother instead of Mr. to your name.

McKinny, Bro. W. T. Carter, who stood firm in the Southern Railway strike.

Warfield, Mr. J. R. Stainback.

Cochran, Bros. H. P. Dalton and Leslie B. Williams.

"WE," we hope you are enjoying your honeymoon.

"ED," how many rabbits do you kill per day?

Grandy, Bro. G. A. Bently. Say, "BN," send us a ticket when you go for Mrs. "BN" to take her to Georgia. How long first?

Skelton, Mr. J. P. Campbell. "X," glad you are convalescing. Hope to soon have you back at work.

LaCrosse, Bro. H. M. Carter. Old boy, how are the girls, and is your new night man O. R. T.?

Brocey, Bro. J. D. Huffham, who is right with us.

Scott, Bro. F. H. Hazard. How do you like North Carolina?

We next stop at Norlina, a strong hold for our cause. Bros. Baxter, Parker, and Terrell. Thus endeth the R. P. & C.

At Raleigh, N. C., dispatcher's office, we find our new chief, J. F. Lellaw. Dispatchers, Newell, Cherry and Moore, as fine selection as can be found on earth. May we long hear their familiar pounding of brass.

Hope to hear from R. & G. and S. & R. Divisions.

Boys, we want a schedule, and want everybody's views as to it. Let's have it. PUNCH.

C., H. & D. Ry.

Wellston Division—

At "JR" we find Barrett pounding away as usual, after his vacation, which was well spent through the West, and it is interesting to hear how well the boys along the Western lines are lined up, and what fat salaries they are receiving, compared with our \$40 and \$45, but we can get it just the same as they did if we follow the same trail, which is as broad as it ever was. Don't be surprised if you hear of Bro. "B." making a jump on the Western board. He knows a good thing when he sees it. Come up to the next meeting, B., and let us see what you look like.

Bro. Bushwaw has more business than some other people that I know, and "DY" is heard on all wires. You would be all right, "F," if you had about a half a dozen arms, and manipulate legs, also. They say we are progressive, etc., but we are not supposed to know it in a financial way.

Bro. McKibben, at "RO," has gone to "Q" while the boys are taking their vacation. Stay with it, Mack; you are in line for promotion there, and wish you success.

Bro. Hooper, "RH," busiest man on the pike, but always in good humor. Understand you are going to take 30 days. Come down the line and give us a shake. If you can't raise "TN" you would find him out in his flower garden, which is a credit to "RH."

Bro. Welsh, at "WD," is getting fatter every day. He says it's from hard work, so, brothers, don't be afraid to work. We are always glad to see you at the hall, "CW."

The rest of the men up the line have been changed around so much of late that I am unable to locate any more at present, but this is due to your not appearing at the meetings. The same rag has been chewed so much regarding your absence that it is useless to say anything more.

I understand that men are very short on this string at this writing, being as high as four men shy. What will it be this winter? It is very encouraging to hear such good news, but when an article is scarce, is not the price higher? Say, were we potatoes, would we not be in it? Of course, we are, but we are little ones.

This Division pays better than any pike on the C., H. & D., and the whole system is in a state of glorious prosperity, according to the official record, and it can be easily proven.

If, as we know, that operators are scarce, why not get more money, as stated above? We do as much work, and more and more work is being put on us every month. Is more salary being put on? No, I should say not, nor can you hear the faintest inkling of such a righteous move.

Take the laborer, the cart driver, well, in fact, any kind of labor known, and you will find that we get not one cent more than any one of the class of which you might think, and yet look at the responsibility we have upon us, not saying anything of the hours, and more especially the

unfortunate brethren who are working nights, and every night.

Labor of any other kind have their Sundays off, to say the least, but what do we have? H'll, and plenty of it. In conclusion to this, which could be continued until space would prevent, say nothing of the eye, that if we are not worth at least \$55 per month, we are not worth 55 cents, and not a cent more.

If you fellows don't wake up to the true situation there will be about two-thirds of us fellows on this Division go bughouse on the salary question.

CERT. 163.

Cumberland (Md.) Division.

Some of the boys along this pike are clamoring for some scribe to write the Division up, and being as there are none that will take that position, I will endeavor in my humble way to jar you somewhat.

There is an operator in Cumberland, Md., who, I think, would take your breath while you wait, as he is such a good hand at doing things "While you wait." If you need your boots repaired, go to him, and he will do the job neatly "while you wait" at the office.

If "by the roadside you fell" and broke your bike, take it to him and he will do the job, of course, "while you wait." But, Oh, my, if it's a shave and hair cut you desire, why, he will do the thing for you on the same time, and always at reasonable cost, or, probably, you desire to become his student? Well, that's cheap, too. Twelve and a half cents a day. Now, pray don't leave that half cent off, as it is his terms, and if you don't like it, then, of course, you don't have to become his student. I don't see why the barbers, bike repairers, and the cobblers don't get after him and *convince* him the error of his ways. But I think we have no grievance there, as he is only a "second copy" man, and all his work against the telegraphic profession would not justify us in going after him with the rest of the trades unionists, as the cobblers and barbers and bike repairmen are the losers. But I know they would receive strong support from the boys here. I would send you his card or name, but that would be the means of his getting free advertisement, and may create a boom in his line of work.

I noticed in town the other night at the meeting the following: Bros. Morris, Lovenstein (with a broad grin), Ryland (who talks as loud as ever), Mullin, Martin, Hamilton, Fitzgerald, Sonner and Cornwell; also a few others, who did not come around to rooms at all. Mostly all the old standbys were conspicuous by their absence. Now, boys, try and be around next night, September 18th, as I hear the birds whistling that we will have a new S. & T., as Bro. Cornwell insists in giving the office up on account of no postoffice at his home. Bro. Hamilton, at Okonoke, would fill the bill to perfection, so, anyway, stick the date under your hat, and come around to the room, as there is a good time awaiting you.

The officers elected for the ensuing year are the same as last year, Bro. Morris being elected as chief telegrapher, and Bro. Cornwell as S. & T. There are a few, I hear, who are a little backward in paying dues. I hope these few will remit their mite to the S. & T. at their earliest convenience.

Hoping to hear from some of the boys through THE TELEGRAPHER, I will cut out, with best wishes to all.

Yours in S. O. & D.,
SHAKES-BEER.

Kansas City Southern.

Having accepted the position of Division Correspondent for the south half of Division 5, I find myself somewhat at loss, inasmuch as my facilities for gathering news are not what I would have. Therefore, the indulgence of the boys is asked. I am "billin'" here, and have no time whatever to tap the wires unless by chance I happen to "drap" advance charges or bill a collect shipment prepaid. At any rate, however, with the assistance of friends, the south end will have a few lines each alternate month.

Allene, closed. Bro. J. T. De Shong transferred to Myrtis, relieving Bro. Tollman.

The Local Division having been discontinued at Wilton, Bro. Wm. Huges, night man, has been transferred to Trigg street, nights.

Regular Agent Bro. H. S. Weston, at Moorings Port, is taking 30 days off for a visit to his mother at Plymouth, Mass., and is relieved by Mr. Howell, recently with Cotton Belt.

Regular Agent Bro. A. F. White, at Blanchard, was off a few days recently, attending court for the company at Marshall, Tex., being relieved by the new man, Bro. Ely.

Shreveport freight office, we have our only Joe Fields, who, by the way, will be in line in the near future.

Bro. T. A. Clark, formerly night man at Many, has been transferred to West Lake, days.

Bro. H. C. Gamble has been transferred from night office, De Quincy, to Lake Charles, days.

Night Oper. Bro. W. E. Sly, of Hornbeck, is now day man at De Quincy, with Bro. Olliver, nights.

Florien has been closed as a freight and telegraph office, Bro. A. S. Jackson being relieved by Mr. J. W. Miller.

Bro. James Graves, of Neame, visited a few days in Shreveport, putting Agent McCaleb on double duty on account of scarcity of men.

CERT. 222.

Since our last letter there has been quite an addition to Division No. 5, for which we must thank our general chairman. Will say that we are all proud of Bro. Nickel.

We looked for a letter from Southern Division last month, but it did not show up. We hope the boys on Southern Division will write time about with us, as we are always glad to hear how the boys on that part of the road are getting on.

There has been considerable changing going on since the first of the month. Some of them are:

Bros. Arwood and Flaherty leaving Stilwell and going to the Northern Pacific. They are both jolly good boys, and are first-class men when it comes to telegraphing. They have our best wishes wherever they land.

Stilwell, days, now has Smith, from Rich Mountain, and Mr. Jaynes, from New York, as night man.

Bro. H. O. Banta, formerly night man at Rich Mountain, relieved Smith as agent, and Mr. Sweet relieved Banta as night man.

Bro. Caldwell, of Poteau, has just returned from an extended trip to home folks in Kansas, being relieved by Mr. Sweeny, of the Cotton Belt.

Bro. Flaherty, of Joplin ticket office, resigned also, and has gone to the Northern Pacific, being relieved by Bro. Frank Laird, of Siloam Springs, nights.

We have been unable to learn who the night man at Siloam is, but he must be all right, or he could not stay there long, and not be a brotherhood man.

Bro. Anderson, of Mena Yards, days, was called to St. Louis very suddenly about August 1st, on account of the death of his father. We extend our sympathy to Bro. Anderson.

We will bring this to a close by saying we have the banner Division of the Order, or we will soon have. Boys, there are a few nons yet, and still keep coming in, but we must keep after them until they see the error and repent and join us.

CERT. 154.

Union Pacific Railroad.

With apologies to the Division Correspondent, I will endeavor to let the other brothers know that things are still moving for the good cause on System 6; also, where some of our brothers are.

At Benton we find Bro. Cady, days, and Mr. Bailey, nights.

At Ames we find Bro. Armstead.

Bro. Ritter is working days at the tower, while his brother, Frank, is doing the owl act.

At Valley we see Mr. Cline, days, and Bro. Brunner, nights.

At Elkhorn, Bro. Kelly.

At Millard, Chairman Baldwin, days, and Mr. Woodhouse, nights.

Bro. Perry is working days at Papillion. We understand Bro. Perry found him a housekeeper some short time ago. Where are the cigars, John?

Bro. Campbell, formerly of Gilmore, is working "FR" office, Omaha, while Bro. Rowe lines up the switch for the double track at Gilmore, nights.

Bro. Birmingham is agent at Avery's.

Let us hear from some other brother soon.

Div. Cor.

Kansas Division—

The changes on this Division during the past few weeks have been so numerous as to be almost impossible to keep record of.

We are pleased to note the promotion of two of our good brothers to the dispatcher's chair. Bro. J. E. Johnson, day operator at Manhattan, to Kansas City, and Bro. J. L. Chandley, manager Junction City, to Ellis. Success, boys!

Bro. A. C. Hildrup has departed and left us broken-hearted. Our last advice he was with A., T. & S. F., at Fort Madison, Ia. Bro. H. had the faculty of making an impression other than on the wire. Success, old boy!

Of the Junction City force, who have made a good record for continuous service at that place, only one remains—Bro. Leach. The force consists of Bro. Leach, manager; Bro. Hughey and Mr. Perce, days, and Bros. Lively and McDougall, nights, increased business necessitating an increase of the force, nights, to two men.

Bro. E. L. Clemens, who officiated so long and faithfully, days, at "Z" office, Kansas City, has taken a position in "GN" office. "CM," we miss your merry humming sound at 7:30 for weather and cars.

Bros. C. W. Foss and B. L. Clem; two of the old reliable Junction City force, have been transferred to Kansas City, to "GN" and "Z" office, respectively, both days.

Sister L. L. Knoble is enjoying a well-earned vacation, and will be about two months visiting in the West. She will visit her old friend, Mrs. W. H. Peterson, at Cheyenne, who will be remembered as Miss Mary Tilton, formerly day operator at Manhattan, several years.

Bro. L. C. Stout is now agent at Bonner Springs. Sister Nixon assumes the night position at same place.

Sister Mabel Jette, agent at Grantville, was about two weeks on a vacation last month.

Claude N. Nichols, who has been with the Crane Manufacturing Co., Kansas City, for some time, has re-entered service, and will take a place on the Middle District. Claude will again be an earnest worker in the cause.

Bro. D. C. Leach, manager, Junction City, was off a few days the first part of this month on a business trip to Kansas City and Wood River, Neb.

Bro. W. E. Haigh, days, at C., R. I. & P. Junction, is off on an extended and well-earned vacation, and gone to Oklahoma to inspect the new country. Bro. Lovelace is in his place.

Bro. A. H. Cotton, a new one from the Seaboard Air Line, is nights at Silver Lake. We welcome him, as we do all good O. R. T. men.

A. Mr. Wilson, from A., T. & S. F., is in charge, days, at Manhattan, and S. J. Youell, from C. & A., is in charge nights. More anon.

PAUL KREUGER, JR.

N. & W. Railroad.

Winston District—

When the O. R. T. was first mentioned to me I was an operator on a salary of \$17.50 per month, solid time, and many times I was required to remain up until 3 o'clock in the morning to meet a local freight or some delayed train. This

was fifteen years ago, when we had very few night offices, and none on the road I was working on. Overtime was something unheard of to an operator or agent.

As the O. R. T. developed I was enjoined to become a member, but fearing some one was trying to work up a strike I would not consent, feeling that my salvation depended on pleasing the chief dispatcher, who was the most exacting man I ever saw. Seventeen dollars and fifty cents would not have paid for half the red tape required at my office. A great many who were in the service in these parts fifteen years ago well remember how true this is. I managed to get an agency, including express, carrying mail, telegraphing, and all with a round salary of \$25 and extras, running it to \$27.50 sometimes, never over \$30. I remained on this salary a couple of years, and one night called on a good, old-fashioned Dutch girl, and after asking her about her calves and goats, and how much she was making, she wanted to know something about my financial standing, and as we were intimately acquainted I told her \$30. She says, "Well, I would quit; mama makes mo' don dat on guineas and feathers."

I knew there was lots of truth in what she said, and soon had out an application elsewhere, and in three months was on another road telegraphing, nights, at \$40. In a few days I had a letter from an O. R. T. man. A little later another one called on me, and I soon found that the organization was officered by men of much ability, and entitled to the highest consideration. I also felt that some one was responsible for my getting \$40 for the same service I had been paid \$17.50. Also, we had a contract, and the company required us to come to the scratch, and we them, of course. I was soon a member, and thanked the Dutch girl for advising me to quit. To-day the same old \$17.50 job is paying \$22.50, a station on the S. C. route. Sometimes I think men who will work on such salaries do not deserve sympathy; then, had it not been for my Dutch friend, possibly I would have grown up with my job, and never known the advantages of unionism.

Brothers, we are all partners in one great enterprise. Matters not whether we labor with hands or brain, every working man should be a brother to the other, and until we realize the benefits of thorough organization our condition can never be satisfactory. The O. R. T. is certainly the medium through which the craft can elevate their condition, if they will.

I do not believe there is an operator in the United States that has not been benefited in some way by the O. R. T. Even if his wages have not been advanced, the influence our organization has is a matter for consideration, and if you are an operator your influence and station in life has been elevated by reasons of the noble work done by the O. R. T., and just as the organization advances, you will advance. Your prosperity depends upon our prosperity, and it appears to me this has been fully demonstrated in the past to

such an extent I have little patience with the man who will sit down for hours and try to argue against the O. R. T.

Not long since I called upon a man who was known as a scab by birth. I mentioned the Order to him, and after straightening himself up and pumping himself full of wind, he asked me if I would answer one question. I said yes. "Well, if you had a load of coal to put in a pit, and one nigger would charge 10 cents, the other 20 cents, say which one I would employ." He says "I want to treat the railroad company with the same consideration that I treat others."

Now, gentlemen, what are you going to do with a fool like him? I say, let him go. We are better off without him, for he will prove a Judas for silver. This man is paid \$5 per month to scab, and while I accord every man and woman the right to better their conditions, which I think is laudable and right, yet he who does so at the expense of his fellow-laborer is a coward, and my contempt is unbounded for such an individual.

If men worth millions are justified in entering into trusts, combines and monopolies daily, is it not much more reasonable that the laboring man should enter into a compact to protect his daily bread?

Is not his family as dear to him as the million-dollar man?

I believe it is more so, for poverty tends to make us stick to each other. Really, it looks like a matter of intellect.

I am thankful the Shenandoah Division is becoming one of the best on the N. & W. System. We have men here who are manning the wheel to perfection, and we feel proud of them. They try to see that we all do our full duty, and encourage us to give our officials the very best service possible. We are getting in nice working order down here, but we had rather lose our positions than our Order, and the nons are now almost a matter of the past.

Come, boys; let's outdo the nons. We can give better service than heretofore. We can force the nons if we start a determined effort to burst the shackles.

A SOUTHERN STRIKER.

Radford Division—

I am just back from Buffalo, and to say the sights to be seen there are simply grand is putting it mildly. The Niagara Falls themselves are well worth a trip of thousands of miles to go see them. While in the Exposition grounds of a night time the lighting effect surpasses anything I have ever seen. I took my sister along with me to take care of me, which accounts for my being back alive. It was right amusing sometimes, as our boarding mistress took us to be man and wife; thought I had gone off with some one else's sister. At any rate, we got back all right. To go via the Lake Shore & Michigan Southern they give privilege of going by boat or going and returning both by boat from Buffalo to Cleveland.

Going one way by rail and returning by boat makes a nice trip.

Several of the new members have shoved their new card in my face since I returned. I think they have nearly all lined up here of late.

Bro. Calloway took them by storm.

Our young and popular agent and brother, Vernon, at Ada, W. Va., has gone to Norfolk, Va., on an "outing." He took his big brother with him to see that he did not get drowned while rolling in the surf at Virginia Beach.

The run on the road is picking up some now; not much show for "hay" for us poor "owls."

I was down home a few days ago.

Our old-time Bro. Bane, at Christiansburg, Va., is getting to be quite a ladies' man. He and Harry Hatcher bring peaches and take them up on the "hill" nightly.

Wonder where Bro. Gardner is? I have not heard anything from his able hand lately.

Bro. W. A. Blake is off taking a rest and visiting his and his wife's homes. Willie got one of Bedford County's daughters that he can well be proud of.

Bro. N. C. Harman is relieving Bro. Blake, days, and goes to candy stews at Ingleside of nights. He seems to be quite a favorite with the fair sex.

Well, I'll cut out for this time.

Hoping to hear from some of the other brothers and sisters occasionally, I remain, in

S. O. & D.,

J. G. SMITH.

Pocahontas Division—

The pale, delicate green of springtime was upon all the woods and fields and hills, and the violets were strewing the valleys when I last wrote to you, but now we are reminded by a glint of scarlet and gold in the dark green foliage that the autumn time is not far away.

Many changes have occurred over here on the Pocahontas Division of the N. & W. during this time, one of the most important being the departure of our beloved chief dispatcher, E. E. Winters, who is now with the Seaboard Air Line.

Mr. Winters came here with the Division as operator, and has remained ever since. For a number of years he has been chief dispatcher. His deep sense of justice and nobility of soul have endeared him to the hearts of all of his men, and a wail of regret has swept along the ranks at his departure. He was at all times ready to extend to his men a helping hand in the cause of truth and right. They thoroughly trusted him, and their confidence was not misplaced. He was at the same time their chief and their stanch friend.

Right truly can we say that the telegraphers of the Pocahontas Division "will live in love with E. E. Winters as long as the sun and the moon endure."

The following is a copy of the resolutions of the telegraphers of the Pocahontas Division:

Pocahontas Division,
N. & W. Ry. Co.,
Bluefields, W. Va.,
July 13, 1901.

E. E. Winters:

Dear Sir—It gives us great pleasure to hand you herewith a resolution from the telegraphers of the Pocahontas Division. The operators of the Pocahontas Division, through us, as delegates, wish to thank you for the kind treatment received at your hands as chief dispatcher of said Division, and further, desire to state that we deeply regret to see you leave us, and trust that you may meet with the greatest success in your every undertaking.

Though we feel this a matter of fact, a further token of our appreciation will be tendered you later on.

W. C. MASON,
O. M. BRAY,
Committee.

The token of appreciation referred to consists of a thirty-eight dollar solid gold chain and Knight Templar charm, set with nine diamonds and eleven rubies. The back of the charm has these words engraved upon it: "To E. E. Winters, from Telegraphers, Pocahontas Division, N. & W. Ry., 1901."

Long live E. E. Winters! May the blessings of heaven ever be showered upon his pathway, is the wish of the telegraphers of the Pocahontas Division, and of
VAUGHAN.

Erie Railway System, Division No. 42.

Cincinnati Division—

A good many changes have occurred lately on this Division. "JO" Wall, of "Q" Tower (Marion), transferred to "RN" Tower (Galion).

Understand Bro. Fox is working "O" Tower.

Wall knocks out Bro. Tod Hunter, who, I understand, not willing to accept only a certain job, is at present "awaiting developments."

Bro. J. H. Organ, transferred from North Lewisburg agency, to telegraphing, and at present there is a fight on as to who he will knock out.

B. M. Curl, of Pottersburg, took North Lewisburg agency for short time, and threw it up, and Bro. C. D. White, night man at North Lewisburg, caught it.

Tom Holleran, extra dispatcher and copier, quit about the middle of August for reasons unknown. Operators in general regret this, for Tom was quite a favorite among the boys. Unknown yet as to who takes the vacancy in dispatcher's office.

More changes are likely to occur, as it is understood that a good many brothers are quitting and "hiking" to other fields. Get out an injunction and stop it.

There is some wonderment caused by no jobs being advertised. It is hoped this agreeable fea-

ture has not been abolished. Many operators wonder where they are at.

Bro. B. J. Calloway, former Erieite, of Ashtabula Harbor, O., spent a few days in August with Wadsworth friends.

Opr. Campbell, of "YD" Tower, Akron, got "AC" Tower (Marion), days.

Opr. Kelley, of Hills, working "YD," and Opr. Burke, Hills.

Bro. J. S. West, night ticket agent, Union Depot, Akron, was given a \$5 raise August 1st, making his a \$55 job. In addition, he gets a ten days' vacation, with pay. John is well worth his salary.

The meeting at Sterling resulted, as you all know, in securing a very valuable chairman, Bro. C. H. McConney. Let every member support him in every manner possible, as we are fortunate in getting him.

Bro. Wm. Clancy was presented with an elegant \$25 roll-top desk by over a hundred members of Division 42 for his past faithful and valuable service. He was visibly affected by this esteem of friendship, and took occasion in a speech to thank all the membership of 42. In return, they wish him success in his new and uncertain field.

It is to be regretted that many of our members have been severely disciplined for stopping fast trains at night by sleeping. Boys, try hard to avoid this. It's no easy thing to keep awake in a place where there is no one to keep company, we all agree, but it is hoped that O. R. T. will be guiltless of all negligence and error as far as possible, for the sake of our Order's good name.

Bro. J. S. Collier, agent, Pavonia, is the proud possessor of a baby girl, which arrived August 13th. Congratulations.

Bro. M. S. Hogan, of Marion Junction, played ball at Cleveland, the middle of August, with the Cleveland team, against Chicago, and, according to newspaper reports, Hogan makes a better lightening slinger than a ball player.

J. R. Dearth is again chief dispatcher. The office of passenger train master was abolished July 1st.

P. O'Neil went back to a trick.

Bro. S. W. Cunningham, agent, Sherman, goes to King's Creek agency September 1st. Don't know where Bro. J. E. Broyles went.

"Where's Keller?" shouted some one as we left Wadsworth for the Sterling meeting. "Oh, he's got girl on the brain eight nights a week," shouted a grouchy old bachelor, standing on the station platform, "and I think the Ohio 'Match' Company 'orter' look into the case and get a parson."

Bro. L. C. Randall, of Ontario, nights, resigned to accept a position on the B. & O., in Columbus, O.

Bro. Tracht keeps road list from "GN" shops, nights, to "GN," nights, with a day off between.

Bro. J. F. Smith, agent, Polk, resigned, to take effect September 1st. He has not decided what he will do yet.

Understand Bro. Ray Nighman, of Madison, quit, too.

Bro. E. B. Graham, who has been confined to his room with kidney trouble, at Richmond, O., since spring, desires to thank all the operators and others on the Cincinnati Division for their kindness in assisting him by buying chances on his typewriter. A committee of business men raffled it off at Richwood, and F. W. Biehl, dispatcher, Galion, held the lucky No. 24.

"DONTCHERNO."

Through the columns of THE TELEGRAPHER I desire to acknowledge the receipt of a beautiful and serviceable roll-top desk, presented to me by the telegraphers of the Erie Railroad, with whom I have been associated for the past fifteen years.

This token of appreciation, coming as it does on the eve of my retirement as your general chairman, is doubly appreciated by me. I have endeavored at all times to labor for your best interests in the past, and should the opportunity ever present itself, will be glad to render you any assistance possible in the future.

Thanking you all for your kindness and appreciation, I am,

Fraternally yours,

WM. CLANCY.

Pere Marquette System, Division No. 39.

Meeting was held on Sunday, August 25th, at Alpena, by D. & M. boys. Not a very large attendance, owing to poor facilities for getting there, but a great deal of interest was displayed by those present.

Bro. J. J. Ryan, operator in general office at Saginaw, is spending the month of August in Northern Michigan. Bros. C. Z. Curn and H. C. Cudney are relieving in "GO" during the vacation season.

We were pleased to hear Bro. E. R. Snyder on No. 5 wire one Sunday recently. He was at Stony Ridge, O., on T. & O. C. You must have a stand-in, "KO," in the Toledo office, Ed.

Bros. Denison and Dolphin are in Detroit in conference with the management regarding schedule matters.

Bro. S. W. Maywood, operator at Plymouth Yard, is on his vacation, spending a couple of weeks at the Pan-American, and will resume work September 1st.

Bro. Jim Sinclair is relieving agent, Unionville, Bro. L. W. Kirkpatrick. DIV. COR.
August 30th.

Harrisburg, Pa., Division No. 3.

An independent telegraph line has been erected in Yardmaster Henderson's office, at Lewistown Junction, with "Tip," the day clerk, as president, general manager and manipulator. The new line will not be in trim for the proper instruction of students until the management themselves have graduated in the art of "dots and dashes," which,

it is surmised, will be in time to receive the Democratic election returns from the booth of Granville township, if a trustworthy messenger can be employed.

Since moving to Lewistown Bro. A. E. Lehmer has been serenaded by one of his neighbors, the owner of a gramophone, almost nightly, by the selection, "Let Me Off at Buffalo." This as a remedy for the disappointment of not attending the Pan-American Exposition.

When Bro. G. W. Ellinger, a member of Company D, Eighth Regiment, N. G. P., went into camp, it was observed that, besides the usual accouterments of a true soldier, something more, in the shape of a very pronounced smile, was added in honor of the arrival of a young son, a few days previous.

As an indication that the farmer is becoming educated in the labor world, and has the interest at heart, we copy the following from a rural correspondent of the *Democrat and Sentinel*, of Lewistown:

"Those who believe in the efficacy of prayer during the recent drouth in the West seemed to have been fortunately favored. In our old State we have been blessed by abundant rain. How might it be if Governor Stone, who owes his present high position to labor votes, should proclaim a day of prayer for the success of the labor unions, now engaged in the greatest and most important labor struggle of modern times?"

Much interest has been manifested by the brothers along the line regarding the affairs of the Division, the result being that at the meeting held Wednesday evening, August 7th, a large delegation was present to assist in electing officers for the ensuing year. The contests were very exciting, some of them being so close as to require the third ballot. At the close of the balloting the tellers announced the result as follows: Chief, Bro. D. M. Shelly, Duncannon; first assistant chief, Bro. S. C. Gunter, Lewistown; second assistant, Bro. D. S. Bratton, Harrisburg; secretary and treasurer, S. D. Howard, Harrisburg; past chief, Bro. E. L. Zimmerman, Harrisburg. Protective board—Bros. G. W. Ellinger, Harrisburg; J. D. Banks, Huntingdon, and C. W. Stahl, Lewistown. Delegate to the next convention, Bro. G. W. Ellinger, and Bro. E. C. Miller as alternate. The regular routine business was dispatched in order, and the time spent in interesting questions being discussed at length.

Thursday of the following week being the time for the regular day meeting, again a few brothers rolled in upon us from along the line, and added to the interest of the meeting. At this meeting it was decided that, as so many of the brothers are deprived of the benefits derived from attending the Division meetings, that one meeting each month would be held at a point along the Middle Division, to be chosen by those present at the meetings, but that the first meeting of each month shall be held as heretofore, in Ensminger's Hall, Harrisburg, on the first Thursday of each month at 9 o'clock A. M.

The retiring officers have performed their every duty as was deemed best for all concerned. The new ones, upon taking charge, may move slow at first, but in time will perform their several duties with dispatch. No doubt all are not satisfied with the new officers, but let this not interfere with your loyalty to the Order, but render support to them by paying dues promptly and attending the meetings of the Division regularly, and see that the work is conducted properly. By so doing we can make this the banner year and increase our membership at least 100 per cent.

A brother who has lately become a "papa" was asked why he didn't attend lodge more regularly, and answered that he had his hands full. 13.

Pittsburg, Pa., Division No. 32.

The first meeting night in August found a good attendance on deck, and all of the officers at their respective stations.

After the reading of the minutes of our last regular meeting, which were approved, action was taken upon the petitions for membership that were placed before us.

Bills amounting to \$25.50 were read and ordered paid.

After several matters of a more important nature were placed before the Division and disposed of, nominations and election of officers was declared in order.

A number of candidates appeared for each office, and the contest waxed lively from first to last, and for some of the offices as high as five ballots were cast before a result was obtained. The following will serve as officers of the Division during the coming year: Chief telegrapher, M. D. Ulery; first vice-chief telegrapher, P. M. Scott; second vice-chief telegrapher, E. C. Hunter; secretary, S. J. Konenkamp; treasurer, W. L. Grubb.

It was decided to send but two delegates to the next session of the Grand Division, and the election resulted in S. J. Konenkamp and R. J. Beam as delegates and E. C. Hunter and C. J. Hagan as alternates.

The charges preferred by the secretary were then taken up, and after all the evidence was presented in the case, a ballot was taken, which declared the brother guilty of the charges preferred against him, and upon further balloting it was decided that a reprimand would be proper discipline for the same.

Considerable routine business was passed over, and vouchers for sick benefits amounting to \$95 were ordered drawn.

Very little was done under the Good of the Order, owing to the lateness of the hour, but all present were well pleased with the active interest shown in the affairs of the Order, and went home believing that the four hours had been well spent, as they are sure to be when taken up by the meeting of 52.

The second meeting found C. T. McGuire absent, along with several other of our officers, but as he was away on his annual vacation, and the

others were working or prevented from getting to the city, on account of a heavy rain, they were entitled to be excused. Reports being received from the members of investigating committees, a ballot proved the members acceptable to the Division. Bills amounting to \$2.35 were ordered paid. But very little business came before the Division, and none of it important, which made a contrast to our last. Sick benefits were ordered paid, amounting to \$30.

Under the Good of the Order, the question of a higher initiation fee was brought up, and the secretary was instructed to draw up a bill to be considered at the next session of the Grand Division covering the same.

Owing to the heavy rain, Bros. Daniel, Cline and Thompson, of Greensburg, were detained until too late for the meeting. We trust that the next time our Greensburg brothers come the weather will be more favorable, and their force will have several recruits.

As ever,

KONEY.

OBITUARY.

DIED.—Elize, wife of Bro. B. F. McManus, of Dickerson Run, Pa., at her home, July 30, 1901. She was 29 years 3 months and 7 days old at the time of her death, and leaves her husband, with three small children—Paul Andrew, 6 years; Charles March, 2½ years, and a baby, 3 days old. She was a member of the M. E. Church, of Dawson, Pa., and took great interest in church work of all kinds. Bro. McManus has the deepest sympathy of the P. & L. E. employes, as well as that of the members of Division No. 52, of which he is an old member.

S. J. KONENKAMP.

INCREASED INITIATION FEES.

"Resolved, That on and after January 1, 1902, the initiation fee of the Order of Railroad Telegraphers will be ten (\$10) dollars."

I wish to submit the above resolution to all Divisions of the Order, for their consideration, before our next regular session of the Grand Division, which is to convene early in October; also to the representatives who will attend the same, as a means of securing a more stable organization, and for the purpose of retaining our membership. I had intended attempting to broach this question along with the financial end of it, but found it impossible to do so, owing to meager reports of the Grand Division during the last year, but I believe the question of membership alone sufficient to justify this change, for a trial, at least. By referring to the statement of the Grand Division, on page 185 of our February number of the current year, I find that our membership January 1st was 12,300. During the past six months there have been admitted into the Order 2,808 members, yet on July 1st, at the end of the semi-annual period, we have but 12,836 members in good standing. A net gain in members of 437. By referring to the annual and biennial reports fur-

nished by the Grand Division during the past six years, we find the comparison about the same. We have tried a cheap initiation fee for the past three years or more, and it has only served one purpose that I can see, which is to make the O. R. T. a place of refuge in time of trouble, or when there is a prospect for an immediate return for the money invested, at a larger dividend rate than any of our plutocratic friends ever dream of. The average railroad telegrapher is not only fickle, but oftentimes careless, especially regarding his dues when a member of the Order. His intentions are usually very good, but he is weak. The semi-annual statement from the Division reaches his hands, but he hasn't the money just then; he will defer payment; a month or two rolls by before THE TELEGRAPHER is stopped, and then he forgets all about it until he is delinquent, and another semi-annual period is upon him. He finds that he is indebted to the Local Division for seven or nine dollars dues, instead of the customary \$3.50 or \$4.50, and it comes rather hard. In addition to this, if he has insurance there are a number of assessments that are still unpaid. If he will stop to figure he can easily see that through the advantage of a cheap initiation fee it is cheaper for him to come in anew instead of retaining his membership, and therefore, he will drop it for the time being, and in the course of a few months he finds it convenient to rejoin the Order for the purpose of securing some of its many benefits through the medium of a card, and he is in the fold again. Almost every secretary will agree with me that this is a usual occurrence, and it is my belief that the way to prevent it and retain our membership is to increase the cost of admission, which has never yet lowered the standing of any organization, but, judging from what we see of others, it creates a higher standing for not only the Order, but each individual member, and he also realizes what the result will be of his carelessness. If we will do this there will be less work for our soliciting organizers, and this will result in a saving for the Order of the commissions paid them, which, in turn, would lower the dues of all the members, as well as tend to create a reserve fund. Let our motto for the year of 1902 be, "High Initiation Fee and Low Dues," and see what the result will be. In the meantime, we would have time enough to increase our membership to a great extent, and every telegrapher throughout the land would know of our intention months before it went into effect, and then let the late comer pay for his place in the ranks.

S. J. KONENKAMP.

Southern Pacific Railway.

Coast Division—

Let us commence with Goleta. Harry Brown presides, and if any one has a trotter, let him bring him around where "BN" can size him up.

Next, we have Mr. Robertson, holding office at Naples, and since he has been there he has been

helping work extras out, and it has kept him pretty busy.

At Gaivota is a stranger to the writer, but it seems he is on the jump nearly all the time.

Coming a little further up the pike, Concepcion is dotted on the map, and I "13" it is a pretty lonesome burg for a white man to stay. A stranger holds the chairs down there.

Next we find Bro. Caynter, at Sudden. It is a little lonesome, but our brother has good company, which he tied himself onto just before going there.

The next we find on time card No. 33 is Bro. Wetzel, at Surf, where the salt water takes all the varnish off of the depot, but Harry is all right. He is amusing himself nowadays playing with the baby.

On the branch at Lompoc we have Agent Pontious. Can't say if he holds a card nowadays or not.

At Casmalia Bro. Stevens fills the office as agent.

Next we have Guadalupe, where Bros. Darnenberg and St. Clair reside. Here's where we get our speedy operators. St. Clair is a ladies' man. Lookout, Charlie, and sleep a little in the daytime, and keep away from Pismo.

Oceano is next in line, where our "once upon a time" Bro. Gale takes care of the company's building. Come into line again,, "DC."

Next we have Bro. Herbert Bunds, agent, at Edna, who came on the Division as a wiper, but I think he had a card at the time. Look out, Bert; don't let that horse and buggy get you into trouble.

Next we have B. F. Whitmer as agent at San Luis Obispo. Say, but "Whit" is a fine fellow to work with, and Bros. Curtis, Brooks and Hickey have the pick of jobs while they are with him.

Next we find Relief Agent Robinson, a strong O. R. T., officiating at Santa Margarita, and when the boys receive a few words from him they have to think quick.

Templeton rolls in next, where we find Agent Foster, who, by all appearances, has been planted there a long time.

The next we come to on train sheet is Paso de Robles. Bro. Deacon does the umpiring here.

Let some other on the list take up the quill and try their hand.

We will soon have the speedy trains over on this side again. Then, boys, look out, and don't take any "tight eye."

Hoping to see something now from others, as I have started the ball rolling, after a fashion, I will jar loose.

A MEMBER.

Tucson District—

Bro. F. S. Thompson has been promoted from operator at Strauss, N. M., to the agency at Blaisdell, Ariz.

Bro. O. W. Allison is night operator at Blaisdell. He is recently off the extra list, and was formerly with the Missouri Pacific at Morrison.

Mo., but came out here in March last. We are all glad to welcome the old O. R. T. wheel-horse.

I would like to see more notes in THE TELEGRAPHER from this Division. As we do not have the opportunity of meeting up with one another, the least we can do is to note the happenings on the road and send them to the accommodating editor for publication. It serves to keep up the interest in O. R. T. matters as nothing else will. Send in your items to the Division correspondent.

Iron Mountain—Missouri Pacific.

General chairman T. W. Barron has been on a vacation at Manitou, Colo., for a few weeks, and devoting the time in catching up with correspondence.

Local Chairman W. D. J. Whitechurch, of Council Groves, Kan., is spending a few weeks in the mountains of Colorado, recuperating.

Arkansas Division—

Considerable changes on the Division since last reports.

J. D. Wilson is now doing the day act at Prescott, rolling W. L. Osborn, who is with the steam shovel near Prescott, as manager of the Information Bureau.

Night man has been put on at Prescott, with C. S. Draper in the chair.

A. B. Holland is now doing the act, nights, at Alexander, at his home.

M. W. Martin now signs the balance sheet at Bryant.

B. F. Martin has been relieving Agent F. M. Decker at Alexander while he is taking a vacation in Michigan.

E. H. Ward, from Smithton, has been checked in as agent at Gurdon, where he acts in the capacity of superintendent of terminals for Camden Branch.

W. S. Bigadike has been transferred from Bierne to Elliott as agent.

A. W. Grizzell has his old job back as agent at Smithton.

W. Z. Bunn, transferred from Elliott to Crawfordville agency.

Pete McLearn, the busy man at El Dorado, has now settled down to married life, since his vacation.

A. D. Rose delivers train orders, nights, at Fulton.

A. E. Brazell has been transferred to Hope, nights, where he is at home.

H. J. Wilson was off for a week recently, with Opr. Harry Lawson holding down "UD," Little Rock, days, in his stead.

Several new members on the Division since last report.

H. O. Mizzell and R. E. Brown, day and night man, at Bridge Junction, now have proper colors through the efforts of E. K. Sechler, at Memphis.

C. L. Fox, night man at Jacksonville,, relieved Agent J. W. Simms recently while he was on vacation. T. P. McGinnis, extra operator, in turn,

relieved Fox. Both Fox and McGinnis were given the proper fixings.

J. M. Howell, nights, at Malvern, could not stand it any longer, and can now give you the "high ball."

Lineman O. H. Hardgrove has been kept busy with a gang of linemen moving poles out of the way of steam shovels, but found time to give us the necessary papers.

W. H. Citty, at Washington, Ark., on A. & L., found time to sign up. F. Y. Williams, of same place, doing the good work.

Chas. Womack, of Benton, who has been with H. S. Western, at Germania, Ark., now carries the colors.

J. H. Orr, night, towerman at C. O. & G. Crossing, Little Rock, is taking a vacation at his home, Alicia, Ark.

J. J. Ogg, dispatcher at Wynne, is off on leave of absence, being relieved by C. L. Sharpe, operator, same office, who, in turn, was relieved by S. W. Harvey.

Harry Lawson is back with us again; does the owl act at Neeleyville, with W. E. Romine, days. That's a "warm team." Bro. Lawler has resigned.

W. D. Beard, agent at Corning, is off for 30 days' vacation, G. W. Gray relieving him as agent, while H. E. Barron does the telegraphing and asks for blanks.

Joseph O'Shea does the telegraphing, sells tickets, checks and loads baggage, handles U. S. mail and does the talking, at night, at Knobel. "JS" is a member of Division 6.

C. P. R. Hastings was transferred to Missouri Pacific; last heard from he was at Concordia, Kas.

D. A. Peeples is relieving Sid Walsh, days, at Newport, on account of sickness.

BORN.—To Mr. and Mrs. J. F. Bevill, August 5th, an 8-pound, full-fledged O. R. T. boy. Bro. Bevill is day operator and committeeman at Knobel.

H. H. Collett is relieving J. E. Haverfield with the steam shovel at Hope.

E. L. Church, night man at Texarkana, has his old job back, days, at Cotton Belt freight house, Texarkana. Extra Opr. Joe Houlihan is doing the night act at Texarkana now.

T. B. Coppedge, for so long a time chief dispatcher at Van Buren, but lately trainmaster, same place, has resigned to accept position as general superintendent Arkansas Southern Ry.

Mr. Jos. Munday, chief dispatcher at Little Rock, has been transferred to Van Buren as trainmaster, filling the vacancy.

Mr. R. J. Harlan has been promoted from first trick, North End, to chief in the Little Rock office. Have not learned other changes.

Kansas City Section—

The force at "DA" office, Sedalia, was increased one man August 1st, Bro. Poteet getting the job.

Bro. Cromer, operator in dispatcher's office, Sedalia, has been promoted to a trick on West End.

Bro. True, operator at yard office, Sedalia, promoted to dispatcher's office, as operator and clerk

Bro. Sperry, manager Pleasant Hill, is off on a vacation of 30 days, relieved by G. C. Greenup, night man, Bro. Rheem relieving Greenup.

Bro. Lechner, manager "Z" office, Kansas City, is acting as chief clerk for superintendent terminals, at Kansas City, for thirty days. We understand it may be permanent.

E. Gilbert, night man at "Z" office, Kansas City, off on 30 days' vacation.

Extra Oprs. Bros. Carroll and Fanning are working extra in "Z" office, Kansas City, for 30 days.

Bro. Wilmarth, days, at Holden, returned August 10th from a 30 days' vacation.

Bro. J. M. Kelly, days, at Lees Summit, taking a 15 days' vacation, relieved by H. F. Maxwell, night man, from Little Blue. Mr. Wade working nights at Little Blue.

C. R. White, nights, at Memphis, is off on leave of absence, being relieved by F. A. Clogstow, of C. & N. W. Division 76.

E. S. Heaton, committeeman at Paragould, has been on a 30 days' vacation with his wife, visiting relatives. He is now back at the key busy as ever.

Central Division—

We are still doing "biz" at the same old stand and getting this Central Division in fine shape.

Local Chairman Turner and Committeeman J. K. Garrett were off a few days recently adjusting matters and doing some effectual missionary work.

O. R. Ward is holding down Nowata, on account of Bro. Hopkins being off, sick.

Claremore is handled by Bro. S. A. Hill, agent, Lord, day operator, who will be with us soon, and Bro. Hill, night operator.

H. England, at Fort Gibson, will spring the right color in a few days.

F. M. Henshaw, at Cherokee Junction, now wears a button.

S. A. Bristow, at Fort Smith, will be with us soon. Bro. E. M. Clark now holds down the night trick there.

Wholesouled Joe Reavis, night man at Van Buren, called our bluff, and now wears a button.

Uncle Sam Hawkins, at Mulberry, promises to ride the goat soon.

Bro. L. G. Campbell, new man, relieved T. K. Garrett at Ozark while he was at Van Buren adjusting matters.

R. Cole, night man at Conway, will now give you the grip. This makes Conway solid, with M. C. Cartt, days.

K. C. & S. W. and Co. Grove Division—

W. R. Popkess, agent Aliceville, Kan., again promoted to agency, Le Roy, Kan., vice J. E. Idol, who goes to Altoona, Kan., vice E. S. Sirois, who goes to Martin City, Kan., vice A. C. Stryker.

Geo. Neal, night operator at Lomax, Kan., for last year and a half, promoted to agency of Vernon, Kan. Extra Opr. and Agent C. A. Rex re-

lieved him. Rex is now at yard office, Osawatomie, Kan. Cannot say who relieved him at Lomax.

C. K. Bierley, late from C., R. I. & P., east of Mississippi River, nights, in yard office, Osawatomie.

W. H. Long and wife left on August 14th for Colorado, where he will spend a couple of months visiting relatives. Extra Opr. and Agent F. Faircloth wearing agent's cap at Miller now. Faircloth also relieved W. C. Ramsey, agent, Greeley, Kan., before coming to Miller.

Day Opr. Whitechurch, at Co. Grove, still away, and Opr. G. W. Wooley, who relieved him, is now working in dispatcher's office, Hoisington, Kan., as operator. C. J. Hardy, from Claflin, Kan., now days there. J. L. Taylor relieved Hardy at Claflin.

R. H. Adams, who has been night operator at Co. Grove, for several years, promoted to agency at Wilsey, Kan., vice B. W. Harris, who I "13" is relieving Geo. Fairleigh, agent, Bush-ton, Kan., who is laying off.

Extra Opr. Bullard working at Co. Grove, nights, now.

W. F. Kirk, night operator, Independence, Kan., laid off a few weeks last month and went to Osage City, Kan., to visit his folks, and I "13" he made several trips to Burlingame, Kan. Cannot say for what reason, but think there is a girl at the bottom of it. How about it, Frank? Extra Opr. Julian relieved him and he (Julian) went to Harris, Kan., to relieve Agent J. T. Hungeate for a few weeks.

Carl Myers is now day operator and clerk at Topeka, Kan., and Opr. Castleberry now days at Lindsborg, Kan.

Ye scribe saw the smiling face of T. J. Brown, agent, at Lane, Kan., the other day. He was on his way to Colorado. Cannot say who relieved him.

Now, will some kind brother write up the K. & A. Division some time? We would all like to know what is going on down there.

Div. Cor.

Baltimore, Md., Division No. 17.

Owing to a rush of business our Division was not represented in the journal for several issues. We shall, however, endeavor to do better in the future.

August 16th, being our regular meeting, a fair attendance was present. Three petitions were read and the usual methods of admitting were passed through.

Several communications were read relating to further activity within our territory. It is to be hoped that this will be fully realized.

Under Good of the Order all present managed to get in a few words.

There being nothing further on the table, the next order of business was an election of officers to serve for the ensuing year, and the following brothers were duly elected:

Chief telegrapher, Q. A. Geise; first assistant telegrapher, H. W. Lair; second assistant telegrapher, C. H. Berry; secretary and treasurer, J. B. Finnan; delegates to the next convention, J. B. Finnan and Q. A. Geise; alternates, C. H. Berry and C. W. Cunningham; chairman local board adjustment, B. & O. R. R., J. G. Spurrier, Monrovia, Md.; L. O. McCubbin, chairman local board adjustment, P. W. & B. R. R., 1720 East Lanvale street, Baltimore, Md.; and C. W. Cunningham, chairman local board adjustment, Northern Central Ry. and Union R. R., 812 East North avenue, Baltimore Md.

Now, let us do all we can for our Division. Always show an up-to-date card, and urge your friend who relieves you to secure one of the same kind.

Bro. Coniff, who was off on a well-earned vacation, returned to duty last week, having visited Buffalo and Niagara Falls.

Bro. E. E. Neudle, who was in charge of the telegraph office at Deer Park Hotel, was compelled to return to Mount Royal on account of scarcity of operators.

New eight-hour tricks were put in effect on Union R. R. at "CS" Tower and Broadway, with Bro. Cunningham holding down 8 to 4, Barker 4 to 12 and Newbar 12 to 8 at "CS."

McKills, Connelly and Boblits at "KS."

Since the cave-in of U. R. R. tunnel dispatchers and operators in Union Station are still working 12 hours.

B. N.

D. & R. G. Railway, Division No. 49.

The D. & R. G. employees unite in sympathy with Conductor Geo. McCoy over the death of his mother, Mrs. Marie McCoy, at her home, Pueblo, Colo., Thursday, August 8th.

George thought the world of his mother, and takes her death very hard.

Conductor McCoy is an exception among railway employees—one who enjoys the distinction of having no enemies—instead, friends, who are willing to help him bear his sad misfortune, not only in his own department, but in every department of the service. Too much cannot be said of a man whose manner of living and manner of doing business is so high above the average.

George is an operator, and takes a deep interest in anything and everything that benefits the boys in the telegraph department.

Mrs. McCoy was buried at Pueblo Friday morning at 10 o'clock.

COR.

Buffalo, Rochester & Pittsburg.

Middle Division—

As we were so well represented last month by some good brother, we will try and mention a few changes that have been made since then.

First—A new man at Punx'y, nights.

Second A new man at Rockton, nights.

Bro. Creaton, from "Q," to Du Bois yard, nights.

Bro. Youmans, from "Q," nights, to days, with Bro. Cathcart weighing cars at night.

Bro. Wood, formerly of Lane's Mills Junction, but late of the Rochester Division, is nights at Carman, vice Bro. Faust, resigned.

We were all sorry to lose "B," at Whistletown. We find a new man (Bro. Lucas), nights, vice Bro. "CX," transferred to Lane's Mills Junction.

Bro. Schrock, from Howard's, nights, to Dent's, nights, on account of Bro. Finney resigning.

Bro. Windsor, agent at "GN," was off a few days, on account of the death of his mother. Sorry to hear it, Bro. W., but you have our sympathy.

Mr. G. W. Everett relieved Bro. Stratton at Boyer, nights, who was transferred to Howard's, nights.

Bro. Millikens, of Bradford shops, is off on account of sickness, Bro. Mather, relief agent, relieving him. Bro. "P," we hope to see you back soon.

Think the next time we will cut out and let the old scribe resume duties, as he made a better showing than this will be.

Before we close will say idle operators seem to be a thing of the past, as we can make all kinds of time by doubling up, on account of shortage. Surely the O. R. T. will have some effect on the ham factories.

Biz. on the pike is very heavy, and it keeps us busy "OS"-ing Ea's and taking 31s.

We have had several bad wrecks of late, one especially, but as long as there are railroads there will be wrecks, and the B. R. & P. must have a share.

Well, "nuf sed;" will get to work, and say no more until we get our Division. Then we will have a regular correspondent, and be independent.

A MEMBER.

Levis Division, No. 64.

IN MEMORIAM.

WHEREAS, It has pleased Almighty God to remove from our midst H. S. Laurent, train dispatcher at River du Laup; be it

Resolved, That Division 64 deeply deplores the loss of Bro. H. S. Laurent, and feels that in his death we lose a zealous and worthy brother.

Resolved, further, That Division 64 extends to his wife and family our heartfelt sympathy in their sad bereavement, and a copy of these resolutions be spread upon the minutes and published in THE RAILROAD TELEGRAPHER and *Le Quotidien* of Levis.

Louisville & Nashville Railroad.

Business is not only good, but very good on this pike, and operators scarce. I have not seen a tramp operator for several months. Why is this? Are they all working, or is it because they have not got an O. R. T. card? I am under the impression that some of the "floaters" are at work, and those that have not got a card seek better treatment to not travel. The L. C. & L.

Division has borrowed about all the extra men from the K. C. Division, on account of a rush in passenger business. Understand the boys get regular salary and expenses. J. B. C.

Buffalo, N. Y., Division No. 8.

IN MEMORIAM.

WHEREAS, It has pleased our Almighty God, in His wise providence, to remove from our midst, May 26, 1901, our esteemed and worthy brother, J. Baxter, who resided at Sizerville, Pa.

WHEREAS, Bro. Baxter was one of the oldest members of Buffalo Division No. 8, and a tried and true believer in the principles for which the Order stands.

WHEREAS, By the death of Bro. Baxter this Division sustains the loss of one of its most energetic and faithful supporters; therefore, be it

Resolved, That the sympathies of the members of this Division be extended to the family of our departed brother, whom God, in His infinite wisdom, has taken from us; and be it further

Resolved, That our charter be draped for a period of sixty days; a copy of these resolutions be spread upon the minutes of the Division, a copy sent to the family of the deceased brother, and a copy to THE RAILROAD TELEGRAPHER for publication.

W. P. MANSELL,
F. A. RETALLACK,
W. O. JACKSON,
Committee.

Northern Pacific Ry.

Yellowstone Division—

Come, brothers, wake up and be doing. Do not sit around and let all the nons that have been coming to this Division lately get by you. Present them with an application, and see if we can't call some of them brothers, at least. I think every one would come in if they were given the proper kind of a talk, and each given an idea what we have been doing, and what the O. R. T. has done for us. At present we have about 85 per cent of the operators on this Division enrolled. Why can't we make it 100 per cent? Several of the boys have not paid the last two assessments. Come, boys, this does not look well. Send the money to our worthy secretary, Bro. Dafoe, at once, and keep the good work going. We cannot expect to keep up if every one does not pay his dues promptly, as it takes money to run such a large organization as the O. R. T.

I will now endeavor to line up the boys on this Division.

Commencing at Mandan, N. D., Mr. Gilbert, manager; Mr. Crowin, day operator; Bro. J. B. Houck, nights, is all right, and always looking for roses.

New Salem, G. C. Winters, agent; Bro. C. A. Dufty, nights. Understand, Duf, you are going to leave us.

Sims, Bro. C. P. Dey, as agent.

Glenullen, Mr. M. L. Parker, agent; Bro. O. Butler, nights.

Hebron, R. T. Haywood, agent.

Richardton, Bro. Furnish, agent, is doing the day and owl act, and making lots of overtime.

Taylor, we find a new brother, T. S. Rutherford. Glad to see you among us, brother.

Gladstone, the old-timer, Bro. J. L. Shelp, is doing business at the old stand.

Dickinson, Mr. Richards, manager; Mr. Parish, days; Mr. Rudiselle, nights.

Belfield, Bro. Lilly, agent. I hear you are getting rich since you left "GI."

Medora, Bro. Z. S. Miedge, agent. Bro. C. O. Johnson, a new-comer, is doing the owl act.

Sentinel Butte, Mr. Hatfield, agent.

Beach, E. L. Ling, operator. I understand he is all right.

Wibaux, we have one of the old standbys, C. M. Landon. He has been an O. R. T. boy so long that he can't name the date he joined. Way back in the '30s somewhere.

Hodges, Bro. Smith does the part day and part owl act.

Glendive, we have three new faces. I understand that former manager, Bro. Combs, has left us for good, and we are sorry to hear it, as he was the local chairman of this Division, and he was a dandy. You did not see any nons get away from him. He is now representing the Remington people. J. C., the boys wish you success in your new undertaking.

Bro. Bean and Mr. Weber, day and night operators at "GI," are taking a vacation. Oprs. Dotson, H. J. Carrell and G. B. Dearbourn are the force at "GI" at present.

Colin, Opr. Clark, days.

Fallon, Opr. Woodburry, days.

Terry, Fred Rippon, agent. Fred, where is your application? Come, old man, and get in line.

Bro. Day is doing Dago herding, nights, at "TY."

Tusler, Bro. H. E. Gunter, days.

Miles City, Bro. Snyder, days; E. L. Hathaway, nights.

Fort Keogh, Bro. A. Turney, agent. You will always find Dad doing business at the old stand.

Horton, Mr. Bullard, operator.

Hathaway, Mr. Clarkson, operator.

Dewey, Bro. R. J. Dyer, days. R. J. is looking after the interests of the Dagoes. Brothers, have you found out where you stand? Ha!

Rosebud, Bro. Miller, agent; always on hand when he hears "9." Don't know who is doing the night turn at "RB" now.

Forsythe, Bro. Watts answers the dispatchers, days. Some new-comer doing the night trick.

Sanders, Bro. Smith has split up the day, and is working half day and half night.

Big Horn, Bro. W. W. Ayers is doing same thing that Bro. Smith, at Sanders, does. W. A. has to get up pretty often to answer the gong.

Custer, Bro. Shellenberger, agent. Shelly keeps his eye on the mail sacks now, so they don't burn up.

Pompey's Pillar, M. McCormick, operator. Mc. says it is hard to sleep days with such two nice-looking girls around the boarding-house.

Huntley, W. B. Nease, agent. Bro. N. just returned from a vacation, and is back at the old stand sawing away as usual. Bro. Jap. Day, nights. D. is a new member, and we are glad to welcome him into our folds.

Billings. Here is where you find three good old O. R. T. boys. Bro. Dafoe, our worthy secretary, working days, and if you want a good story, just drop in when old man Sloan, the manager, is gone, and you will get it. Bro. McVicker, with his old Jewett, says none of them can rush him, but he has to use both feet to send, as he can't make a figure 8 with his right. Bro. Caples, nights, always has his right ready when an O. R. T. boy shows up.

I almost forgot to mention that it is rumored that we have lost our only sister, Nellie Donovan, at Terry. We understand that some gentleman is going to look after her interests in the future. We are very sorry to lose you, Sister Nellie, and if we are not too previous, please accept the congratulations of the boys on the "YS" division.

CERT. 396.

Chesapeake & Ohio Railway.

Ashland Meeting—

We had a good meeting at Ashland on our regular August meeting night, but not as many present as expected, considering the number of passes requested and the number of members on the line.

The Cincinnati Division was well represented, but only the old regulars from the Kanawha District were present, and the Lexington District was scantily represented, also. We can very well excuse the Lexington District members in not coming to all the meetings, considering the very poor way they have of getting there, on account of the schedule of the trains, and only one man at a great many of the offices. But it is very hard to find excuses for the Kanawha District boys, as they have just as good a chance to come as the Cincinnati District boys.

Turn out to the meetings, boys, and get interested, and I am sure there will not be any members dropped from the rolls. We are always doing something, and something that will interest you, too.

One thing that I would like to speak of, and which has been mentioned here before, is the tendency of some of our members to talk to outsiders concerning things that transpire in the Division rooms. I have been very much embarrassed several times lately by outsiders asking me about things which have transpired in the Division room, and they seem to know nearly as much about it as I do. Not only railroad men, but even the farmers get hold of it, some way. Stop it, for the dignity of the Order, if nothing else.

I understand there is a certain "professor" (might say the professor) on the Cincinnati District, who contemplates starting a school of tele-

graphy down town, as he has more students than he is allowed to accommodate at his office. If he does, just listen for something to drop.

The Order is certainly in a very flourishing condition on the C. & O. Ry. at the present time, and gaining all the time. It is very gratifying to members to compare the condition of the Order a year or so ago with its present condition.

We had one application for membership at our meeting, and will have some others at our next meeting, and have the promise of a number of others just as soon as they are eligible. The reason we are not getting as many petitions as formerly is because the timber to work on is getting very scarce.

Understand Bro. M. J. Hennessey, of Augusta, does not intend to return to the telegraph business, his law business having grown to such an extent that he cannot attend to both. Very sorry to lose Bro. Hennessey from the wire, but hope he will stay with the Order, and favor us with his presence and counsel at our meetings.

Bro. S. F. Reed, formerly of Fair Ground, takes Bro. Hennessey's place at Augusta.

Bro. C. H. Freye has been promoted from Limeville, nights, to Zion, days.

Bro. Manlove, of the Ashland dispatcher's office, is taking a vacation, relieved by Opr. Greenert.

Bro. John Bennett has been off some time. Understand Bro. Bennett is in very poor health, and may not resume work here. All very sorry to hear this.

We would like to see the color of the eyes of some of our good Maysville brothers at our meetings.

Div. Com.

New River Items—

The Odd Fellows' Hall, at Hinton, which is capable of accommodating several hundred persons, was not crowded in the least at our last meeting, Wednesday evening, July 17th. Among those present were the old standbys, Bros. Holt, Clark, Houston, Gallagher, Bass, and Carter.

Bro. Rushford, our worthy secretary, was at his post, as a matter of course. It would take something worse than cyclones and high water to keep Jim away. If there was no one there but him it is very likely he would call the house to order and make speeches to the chairs, just to keep his *enormous vocabulary* in good working order. I would there were more like him.

After the meeting had adjourned we ran across two brothers who had come from a distance, presumably to attend the meeting, but for some reason, perhaps a good one, they had not shown up. Now, it seems to us (and we admire a pretty girl just as much as any one), that courting should be attended to some other evening. Our meeting will be held at the same place on the third Wednesday night of this month. There will be business of more than usual importance to be attended to. Everyone who can possibly do so should be there and take a hand.

There was some talk at our last meeting about asking each member to donate a small sum each

month to enable us to have refreshments of some kind served at our meetings. This is a good scheme to get the boys out, too. When you have tried every known means of persuasion by talking to their heads, to very little advantage, try their stomachs, and see if that isn't better.

Many of our regular operators are absent on vacation, the list of present workers being as follows:

Hinton, "HX" office, J. N. Jones and J. Rushford, day operators, with D. A. Vowels, as wire tester, and P. E. Dinkle, night man.

Hinton yards, Leonard Ford, days, successor to A. Wilson, now car distributor at Thurmond, W. Va.; nights, N. G. Taggart.

Brooks, Frank Meadows, days; Seymour Meadows, nights.

Sandstone, Novel Gwinn, days; H. W. Tigrette, nights.

Meadow Creek, Dave O'Connor, days; R. W. Houchins, nights.

Glade, W. R. Stanley, days; C. J. Tatham, nights.

Quinmount, O. R. Reed, days; T. L. Kiser, nights.

Prince, G. H. Spangler, days; J. A. Terry, nights.

"XN" Cabin, L. C. Tigrette, days; Elmer Withrow, nights.

McKendree, J. M. Smith, days; O. J. Reed, nights.

Buffalo, Mrs. C. T. Tigner, days; C. T. Tigner, nights.

Stone Cliff, G. W. Carter, days; E. F. Houchins, nights.

Thurmond, A. D. Daly, day operator and Loup Creek dispatcher; F. Hill, night operator and Loup Creek dispatcher; W. E. Houston, Western Union operator.

Fire Creek, J. A. Gallagher, day operator and agent; H. Harnett, night operator.

Sewell, Mrs. G. M. Dufenbach, day operator; L. L. Miller, night operator; E. L. Bock, day yardmaster; A. C. Hill, night yardmaster; C. Crawford, assistant agent.

By the way, Sewell is solid O. R. T., where more than two are employed. What other section can make the same claim?

Nuttall, Mr. Smith, a new man, days; P. Rushford, nights.

We hear that Park went home to the ball, and the night office has been closed a week waiting for him to return. Is this true, Park?

Fayette, M. W. Brallahan, agent and day operator; Frank Brallahan, assistant agent; I. H. Fry, night operator.

Hawk's Nest, Bro. Kendrick, relief agent for R. D. Vest, who is sick.

Cotton Hill, M. Milner, days; H. H. Stanaker, nights.

Gauley, O. L. Morris, days; C. N. Miller, nights.

Kanawha Falls, H. J. Huff, days; M. M. Chapman, nights.

Deep Water, W. T. Myers, days; Wibbur Smith, nights.

Mount Carbon, W. W. Ballard, day operator and agent; H. Stover, night operator.

Eagle, C. Leach, agent and operator.

Montgomery, P. G. Pannell, day operator; P. L. Rogers, night operator.

Handley, O. D. Willis, days; L. C. Houchins, nights.

Div. Cor.

New York Division No. 44.

The annual election of officers was held on August 14th, at our meeting hall, corner Vernon and Borden avenues, Long Island City. There was a good attendance, and an unusual interest was manifested. Every office offered two or more aspirants. The following were elected: Chief Telegrapher, H. W. Grassmyer; first vice-chief telegrapher, Geo. W. Hilley; second vice-chief telegrapher, F. M. Capach; secretary-treasurer, H. E. Regensburg; conventional delegates, J. D. Webster, T. A. Gleason; board of adjustment, H. W. Grassmyer, chairman; H. E. Regensburg, Geo. W. Hilley, H. L. Hedger, H. A. Kremp, R. D. Matthews, J. D. Webster, and John Savage. The installation of officers will take place at our regular meeting in September.

L. I. R. R. Notes—

Among our latest recruits we find W. L. Sullivan, Eugene Loeb, Geo. E. Swann and others.

Bro. H. E. Bleeker has been doing some great stunts on the Vailsburg bicycle track thus far. He is credited with winning one of the hardest fought pursuit races on record. For further information see daily papers, sporting page, professional entries.

Bro. Alvah Bailey, better known as "Fatty," has accepted a position with the Central New England R. R. Co. as agent, at Winnsted, Conn. In an abbreviated letter he refers to something like "femininity," "quantity and quality" and "peaches." Details later.

Bro. C. P. Blecker has tendered his resignation as towerman at Bushwick Junction. He is spending the summer at Myerstown, Pa., among relatives and friends.

Bro. W. F. Entwistle is holding a lucrative position with the Postal at No. 253 Broadway. Swell hours and lots of old "John Doe."

Bro. James H. Loving, our well known interlocking experimenter and engine reverser, telegraphed, telephoned and wrote to us from Bethesda, O., with a request to have it arranged that he can secure his card at the Grand Division office when he arrives in St. Louis. Bro. Loving will leave the employ of the B. & O. R. R. and do a little experimenting in the extreme West. He will ride on a box car from Bethesda to St. Louis, and then continue his journey in a palace parlor car on his nerve, or, rather, his card.

Bro. T. J. Stack was summoned to his home in Philadelphia, Pa., where his brother, Richard Stack, was afflicted with typhoid fever, and succumbed to the disease on August 15th. Deceased was thirty years of age, and held in high esteem

by a broad circle of friends. Division No. 44 extends their condolence to Bro. Stack in this irreparable loss and untimely demise.

Bro. A. J. Porskievics, late of the D. L. & W. R. R., is working nights at Hopedale Tower. Bro. P. is a thorough O. R. T. man, and his experience on the "Wild Cat" road has proved him to be both loyal and sincere. He is a valuable addition to Division No. 44.

The Oyster Bay Branch was represented by ten members at the last meeting. Why can't a similar interest prevail on some of the other railroad divisions?

Bro. J. W. Tucker has been somewhat indisposed the past month, but is now recuperating and regaining his weight and health.

Bro. F. C. Hyde, transferred to Jamaica Cross Switches, second trick; Bro. J. W. Tucker, to Blissville, days; P. Mackin, to Carleton avenue, days; Bro. T. J. Stack, to Mt. Olivet, days.

Bro. J. L. McDede, late of the D. L. & W., and assistant secretary-treasurer of Division No. 82, is now working at Seaside, L. I., as agent. What do you think about her, MC?"

Bro. Ryan, late of the D. L. & W., is working nights at West Woodside Tower. "RN" is pretty swift.

REG.

Canadian Pacific Railway.

Atlantic Division—

Seeing that there was nothing in our last TELEGRAPHER, I shall endeavor to write a little more, as the rest of our brothers have gone to sleep or died. Now, boys, wake up and show your keeping; don't be afraid to put your little say in THE TELEGRAPHER, as you have the same privilege as I have, and it only costs you the small sum of two or four cents to mail it to the publisher. It seems too bad to see nothing from our Division, when all the other Divisions have something to say. Surely the strike among the section men has nothing to do with it, has it?

Commencing with McAdam, there is Mr. Dow doing the day trick, with Bro. Davidson as night owl, as Bro. McKay is off on a furlough with the girl for a couple of weeks.

At Magaguadavic there is Bro. Crawford doing the grand and fighting mosquitoes. Never mind, John, we will be down and have a partridge hunt this fall.

Next comes the beautiful little town of Harvey, with Bro. Fairweather as agent. How is the boy, Irvine? I suppose he will soon be able to run the tank for you now when the wind-mill is out of order.

And Green Point, with A. Mersereau pounding the brass. Alex., I don't begrudge you your place, as it is the last place in the world to work. How about the bears?

Welsford is our next place, with Bro. Stevenson as agent. Well, Sandy, we hope to see you in as our third dispatcher soon, and then you must look out, and not make any of those main line meets near McDavie Bog. Ha! ha!

At Westfield Beach there is the dandy of them all—Bro. J. H. Wiles, who is very attentive to his business, and always ready to wait upon the ladies, either white or black; it makes no difference to him. Herb, they tell me that Westfield is a bad place to work, as a man is liable to have his eye put in mourning. Is that so?

Taking Fairville as our last, Bro. Seggee, working days, with F. J. Burpee as night hawk, who is not in line yet, but we hope to have him in trim within a month or two, if he doesn't go driving too often or let his horse run away. Say, Fred, how is your head? Which is broken up the worst, you or the wagon?

CERT. 1322. J.

Ontario & Quebec Division—

At the quiet of the noonday hour, August 13th, I stood upon the platform of my modest but important little station. The busy reapers in the neighboring wheat fields were resting awhile. The very air seemed hushed. Coming up the distant grade I could see the curling black smoke of an approaching train. It passed. In my train record book I wrote "US. passenger, extra, engine 35, at 12:20." The engine was draped by loving hands. Across the pilot was stretched an arch, "We mourn our loss," in sombre letters, while on each side of the cab appeared, "His last ride to rest." I caught a glance of the engineer, "Teddy" McConnell. His pale face was sad, for he "was pulling" to its last earthly abode the mortal and mangled remains of his comrade, Engineer Billy Campbell.

At Cheltenham, the native village of Bro. Campbell, strong arms of the Brotherhood of Railway Engineers bore him tenderly to a gentle slope in the little church-yard yonder, and beside the sacred dust of his sainted mother they laid him. Poor Bill Campbell! We all liked him—38 years old, of a splendid physique, weighing 230 pounds, but with a heart soft as that of a child.

The next scene in the obsequies resulting from the most terrible catastrophe that has happened on this Division of the C. P. R. R. during the last decade will be enacted to-morrow afternoon, when the Brotherhood of Railway Trainmen will place in the silent grave the bruised and scalded body of Bro. Billy McCraw in the family plot at Craigoc, beside the mystic shores of Lake Simcoe, where he will rest near the tomb of Bro. Jim Ness. No mother's soothing hand was in the ward of the hospital to allay the awful agonies of his last moments; no sister's tears were there to direct his spirit's flight. Bro. McCraw, by his genial disposition, was a favorite among all the boys. With genuine sorrow we bow to the inevitable.

Alone must we leave these brothers until the "Great Dispatcher" above shall make the last "crossing," and all trains be "called in."

Bros. McCauley, fireman, and Lancaster, brakeman, are suffering untold pain in the Marine Hospital in Owen Sound. We pray the Great Physician to spare them.

Talk and sing of the heroes on the battlefield! Are they to be compared to the engineer who dies with both hands on the throttle? Is their glory bright as the fireman and the brakeman who meet a scalding death, firm on duty? Following is the official report of the accident by General Superintendent Timmerman:

"The accident occurred at 3:50 yesterday afternoon, engine 433, with the way freight train going north, in charge of Conductor A. Imrie. The cause of the accident was that the flange of the crossing of the track had not been cleaned out. The contractors had been grading an extension of the siding and were hauling earth on Saturday across the track at this point. The crossing of the teams had deposited clay in between the rails and the engine came along and struck it, mounted the rail and ran along it a very short distance, when it turned on its side. Fifteen of the 27 cars in the train were wrecked with the engine, and on the portion of the train which was derailed there were the engineer, W. Campbell, who was killed; one of the brakemen, W. E. McCraw, who, it is expected, was on the engine, as he was scalded by steam, and has since died; Fireman McCauley and Brakeman Lancaster, who were injured. Both were taken to the hospital at Owen Sound, where they were this afternoon reported as progressing favorably. Brakeman Lancaster has a bruise over the pit of the stomach and his shoulder is injured. He will likely recover. Fireman McCauley was scalded on both hands and feet, has several cuts in the head, and is injured in the back. He has good prospects of an early recovery. We have requested the Coroner at Proteau to hold an inquest."

P. S.—Bro. Lancaster has since died.

CERT. 984.

Crowsnest Passenger Division—

A day or ago, as I sat half dreaming in my chair, a raven alighted near by, and from him I procured a list of agents and operators he had met in his flight over the "Crow."

If not correct, wish some more enlightened winged creature would furnish the correct information in next issue.

Dunmore Junction, agent, Bro. Horner; Opr. Fallows, nights.

Winnifred, Bro. Chapman, operator. Bro. Chapman says a good prairie breeze is worth a dozen in the mountains.

Grassy Lake, Opr. Bro. Galger, better known as "Old Reliable."

Lethbridge, agent, Bro. J. Kirkpatrick; operator, days, Bro. Kenny; nights, Opr. Mullan. "LV" says those new lady operators are O. K. What about small shoes?

St. Mary's, Miss Maggie, operator. All the boys would like to have a sister. Is there any hope?

MacLeod, Bro. Thompson, agent, now on sick leave. We "13" he is getting around again. All glad to hear it, "Joe." Bro. McMillan has charge

in Bro. Thompson's absence. Opr. Thompson works days; Bro. Wilson, nights.

Pincher, agent, Bro. Watson; busy, as usual.

Blairmore, R. Steeves, agent. How goes it, Rubie?

Crowsnest, agent, Bro. Smith. Bro. Smith says quick transfers don't agree with him.

McGillivray, Opr. Donegan, in charge; also, mayor of the town.

Michel, agent, Bro. Russell; operator, Bro. Hogg. Bro. Russell says "You Should Hear Those Darkies Singing."

Fernie, agent, W. J. McCormack; operators, Bro. Cline, days; Bro. Mitchell, nights.

Elko, agent, Attwood. You're welcome in.

Wardner, operator, Bro. Austin.

Fort Steele, agent, Bro. J. W. Crane. Let us extend our congratulations.

Cranbrook, agent, Bro. C. E. Coleman; operators, Bro. Covers, days; Bro. Bromley, nights. Commercial business is looked after by Opr. Maloney.

Dispatcher's office, C. T. D. & I. M., F. Walker; first trick, E. L. Chudleigh; second trick, Bro. J. H. Scott. We "13" Bro. Scott is about to leave us. Third trick, R. F. Chapman.

Moyie, agent, G. Hillier; assistant agent and operator, E. Hillier.

Vitchener, agent, Bro. Burgess; putting in all the overtime he can prospecting.

Creston, Bro. Rose, agent. Any reduction on a car load of potatoes?

Creston Junction, J. Crossman, agent; new arrival from G. N. Ry.

Sirdar, agent, Bro. P. E. Carman; operators, Bros. Laurie and West; both jolly good fellows. Don't forget, Jimmie, we all smoke.

Ballots are now being sent out for election of officers, and it is expected every brother will do his duty. "CEPHAS."

Cascade and Thompson's Sections—

I have missed two or three months on account of being off the main line, but now I am keeping "tab" on the "boys" again.

First—Have you paid your dues?

Second—Are you all right all round? If not, better get in and get a "corner lot" on the books.

Commencing at the east end of the string, I find Bro. Maxwell back from the East, Bro. Clark taking his place while absent. You look all right now, "JO."

Bro. Ogle, at Savona, is busy irrigating his garden. You have a good display of poppies, George. The mignonette smells lovely. How is fishing up there?

"Scotty" Allan has been at Penny's reporting "fires" and eating fish; in fact, doing a little of everything. He is now at Basque with the work train waiting on the "mill" (steam shovel) to begin work.

At Ashcroft, "Q," Bro. H. E. Leslie keeping cool; Bro. Clark, "RU," does the "nocturnal" and drinks lots of icecream soda. Must be some attraction, "Eh?"

At Ashcroft "A" office Bro. Sherr, manager, doing a good business since the government wire was put in, but about ten or fifteen miles remain to be filled in before he can get Dawson. His office has been enlarged, and a set of "Weiny-Phillips" repeaters put in which he will be able to furnish "cold snaps" at any hour. Better get your lineman in "CS;" you can easily catch him.

Spences Bridge, "RN," Bros. Maxwell, "WM," and Boulter, "BU." That's a good story "WM" tells about "BU" catching the chub, 3 inches long. I'll bet Boulter says it was 8 inches long. Which is right?

Bro. Clark, "C," at Lytton, off for a week, relieved by Bro. Shook. The former went to the Hot Springs for a rest and to buy wheat for his chickens. Business and pleasure combined works good.

Bro. Whitley, at Keefers, keeps very quiet, but he is on hand when wanted. Very attentive. Guess he would rather take a good kick than a calldown from the "Big Tee."

At North Bend Bro. MacHaffie still reigns supreme. Bro. Tom (very talkative), works days; Bro. Sutherland plays at night. How is your liver now, "Suth?" "Mr." Harvey, late day operator at this station, is, sorry to hear, suffering from paralysis, and may not be able to handle the key any more.

Bro. Potter, at Spuzzum, still whirling out the two "Z's." Did you ever hear the sounder sing when he starts his "little" repetition of a train order? Lot's of salmon there now, boys.

Bro. Cotterill, at Yale, is the happiest man on the string. A boy arrived the other day. Why don't you send the boys a smoke, "C?"

Bro. Manley, at Hope, "II," seems all right, only he had Mr. Shaw chasing him the other morning. How was that, Mr. M.? Your answer was all right.

At Agassiz, Bro. Hayden still around. You seem to be very busy with that Hot Springs phone. It's handy to have Mr. Bow round.

At Harrison Bro. "Jimmy" Woods keeps going. That was a bad fire they had down there, but didn't do much harm, glad to hear.

At Mission Junction Bro. Denechaud holds the fort. Bro. Hunt, days, and Bro. Shook, nights. That's your home down there, Frank. You remember what Payne composed, old man?

At Hammond Bro. Tom Oliver, "O," is having it warm with fruit. Some very heavy shipments going from here to Northwest points. I hope Mrs. "O." is all right again.

At Westminster Junction Bro. "Jack" Rowland is still on the move. How did the boys answer your call? I hope everything is all right. I hear there are some changes in the committee? What are they? Nobody seems to know who is who. Wish you would supply members with schedules. I have asked four or five members for a look at their copy, but they reply, "Never got one." I never did.

At Westminster Bros. Johnson and Brewster keep "the ice on the salmon," and hustle busi-

ness. I see by the papers that the Great Northern is going to build from Westminster to Vancouver. Look out for competition.

At Vancouver's dispatcher's office our "worthy chief dispatcher," Goodfellow, "JG," still slings the "g's;" seems to be doing good business and giving the boys up the road a turn over occasionally. Some of them deserve it, and it sometimes tells. It keeps the cobwebs off your finger ends.

Bro. Fred Phillips is repoling the line about four miles west of Ashcroft and making a very good job. "Fred" is all right at this business.

I wonder if it could be arranged somehow so we could meet the "boys" of the Shuswap section at Kamloops and have a social talk. Let's hear from some of you. Don't be afraid to speak.

(CERT. 1291.)

H. B. Spencer's Section—

"O, for a muse of fire that would ascend the brightest heaven of invention!" exclaimed the immortal Shakespeare, as that sublime genius proceeded to record, in imperishable words, the valorous deeds of the war-like Harry.

To-day, as, in the quiet recess of my office, I take up the August number of THE RAILROAD TELEGRAPHER, and see but three small sections of this extensive system represented therein. I feel like invoking the aid of a Shakespearian genius or the persuasive eloquence of Demosthenes to arouse brother members from their lethargy, and infuse into them a more lively interest in the workings of our noble Order than have of late been manifested by them.

Here is one of the most important railroad systems on the continent; a system extending from the Atlantic to the Pacific, and, with its numerous ramifications, embracing within the ambit of its sway some 800 members of the Order of Railway Telegraphers, and yet but three sections of this gigantic system exhibited interest enough in the welfare of the Order to have their standing shown and matters of general interest discussed in the columns of the last issue of THE RAILROAD TELEGRAPHER.

This condition of affairs is to be deeply regretted by all well-wishers of our organization.

If there is one thing more than another which tends to the disintegration of a union such as ours, with its members scattered over a vast area of territory, who are, by the very nature of their employment, deprived of that animating influence which men derive from monthly meetings, it is individual inactivity, and this inactivity is painfully evident among the brotherhood on this system at the present time.

The fact that our positions preclude the possibility of monthly gatherings should be an incentive for the divisional correspondent to exert himself to counteract, in a measure, the pernicious effects of this unavoidable obstacle to the healthy activity of the brotherhood.

To accomplish this, racy reports from all parts of this System, nay, from all parts of the continent where an O. R. T. man is located, should

be a feature of each issue of our journal. But for months past a contrary state of affairs has existed.

Why this apathy? Whence arises this indifference to the welfare of the Order? Is it that interest in its workings is on the wane, and loyalty to its principles dead amongst the members on this System?

But, no! That cannot be the cause of the lethargic condition of the brotherhood on this road. To entertain such an idea would be an insult to the intelligence of every O. R. T. man on this pike, and remembering their past splendid record and the vast benefits "The Knights of the Key" on the C. P. R. R. have derived from the organization, it would be tantamount to saying that the members on these Divisions are destitute of two of the noblest attributes of man—HONOR and JUSTICE—for both honor and justice constrain us not only to take an active and lively interest in, but to loyally and heartily support an organization through the instrumentality of which our position in life has been so greatly improved.

I, for one, am not prepared to attribute the prevailing indifference to the affairs of our union to declining loyalty of the members on the C. P. R. R. I have too high an opinion of the sterling manhood that permeates the Canadian membership to admit such an hypothesis.

There cannot be any doubt, whatever, but each and every member on the C. P. R. R. earnestly desires to see the Order prosper, but "virtue concealed within the breast is inactivity at best," and it seems to me that in our present state we are, what Cowper calls, the "Victims of luxurious ease." Inertia has, imperceptibly, twined its unwholesome weeds around us, and, while we have the will, we lack the energy to show an active participation in the affairs of our union which should be more manifest all round.

Some means should be devised to fan the dying embers of enthusiasm into a healthy glow in the breast of every member on this System.

In your "Editorial Notes" last issue you referred to the inauguration of Local Divisions where telegraphers may have a place to meet occasionally with one another. This is a step in the right direction, and will go a long way towards reviving the flagging energies of individual members, and give new life and vigor to the Order. But this must be supplemented by well organized correspondence from every section of the several Divisions. To make this effective, and, at the same time, not burdensome on the editor, I would humbly submit the following suggestions of a plan by which it may be accomplished.

The C. P. R. R. is now divided into seven Divisions, each of which is subdivided into sections. There should be an officially appointed correspondent on each section, or subdivision, over which one superintendent has jurisdiction, and auxiliary correspondents who would communicate all matters of interest to the Divisional correspondent.

To illustrate my meaning, take H. B. Spencer's Division. One official correspondent who would

attend to the section on which he would be located, say Brockville Branch. Then there should be correspondents located as follows: One on the M. & O., with territory Vairdreuil to Ottawa; one on Prescott Branch, one with territory Hull to Carleton Junction, on the main line; one Carleton to Chalk River.

Each of these would communicate to the officially appointed correspondent, wherever he would be located, all matters of interest. He would then prepare copy for publication and forward to the editor of THE TELEGRAPHER, who, in his turn, will, no doubt, find ample use for his blue pencil.

Each subdivision should be organized in this manner and thus obtain a complete report monthly of the whole system with little effort to anyone in particular and general satisfaction to all.

I trust the above suggestions will meet with the approval of the local chairmen of the several Divisions, who will take steps to have arrangements made without further delay and show that there is life, energy, pluck and ability in the O. R. T. men on the C. P. R. R.

We should have less "non-union men" and Italians on this Division. Both classes are objectionable, but of the two I prefer the Italians. In next issue I will have a word to say on this subject.

E. I. MAYTEN.

Lake Superior Division—

Bro. A. C. Egan, agent, Blind River, has left this Division and accepted a more lucrative position with the D. S. S. & A., Bro. Austin succeeding him.

Mr. C. Carmichael Bruce has resigned and gone West.

Bro. Lamb, late of Isbester, transferred to Mattawa, nights. At Mattawa the changes in night operators have been so many that it is impossible to keep track of them all.

Two new men at Sturgeon Falls.

Only one delinquent for last period; not bad, but one too many, and that a man who can have no kick coming. What is the trouble, anyway, O'Connor, for this?

Bro. Stopellen, who was on a three months' vacation, has returned, and Operator Paton transferred to Chalk River.

Bro. Dunigan is away on a vacation, being relieved by Bro. Robinson, late of the G. T. Ry.

Geo. W. Angus, agent Webbwood, has gone to North Bay to accept a dispatcher's trick. Understand Agent Depew Warren will succeed him.

By the appearance of a circular issued by our general chairman, there are a lot of good men placed for nominations as chairman on this System. Although our old chairman on this Division was re-elected by acclamation, it is to be hoped that when elections are all over that those Districts that are not up to the standard will get a hustle on themselves and get into line and prepare themselves to be ready for revision.

Times have changed so much of late and business increased so much that it is high time that work was commenced in regard to a new contract.

Lots of men doing two men's work, and when they ask for assistance cannot get it. It is time when it was determined what constituted a day's work for an agent, as apparently figures will not satisfy the officials on this end of the pike.

From present appearances, there will be a good many changes on this Division before our journal reaches next month.

Before closing I must say that I was more than surprised to notice in the last journal the name of an old C. P. R. R. operator located on the B. & O., namely, Bro. Waugh. How is it, anyway, Dick?

In compliance with Bruno, of the Eastern Division, we have on this section 15 nons out of near 60 operators. How's that?

So no more for this time, boys, but I once more say, let us push for revision of our contract this fall. The matter, no doubt, can and will be fully discussed by the delegates from our System who attend the convention at St. Louis. Do not let the cry be we have no money to send a committee before the management, as I am sure one and all will be only too glad to contribute for such a purpose.

Hustle, boys, hustle;
Time flies fast;
Hustle in the nons, boys,
And make the System Fast.

CERT. 201.

Owen Sound Section—

Hold your breath, boys, for it will go hard with you to see a piece from this Division.

Guess our regular correspondent must be taking rather a long holiday.

Business seems to be quite brisk on the Old Bruce, and quite a number of new men are being started.

Our worthy general chairman, Bro. Allison, is back on duty again. We hear rumors of a change in "C" office, and that "JB" goes to Harrison as agent. Presume that will mean Bro. Wansborough as third trick dispatcher. Glad to see you get it, Jim.

Bro. White, of "JU," is off on holiday, and Bro. Whalen, or "NG," is just back again.

Our old standby, Bro. Stockdale, of "SC," is off on holidays. Guess it is a wedding tour. Congratulations, John.

Oprs. Hay and Chapman are still at Orangeville.

Guess the ladies at "HO" miss Bro. Wilton, who is out as relief agent.

Bro. Brawley, of "BU," up-to-date, in a nice new building.

Bro. Williams is still doing business at "SB."

Bro. Censer, at "PN."

Bro. Marshall at "FN," nights.

Bro. Moyer at "DY."

Bro. McFarlane at "SF." What have you done to the hell, Mc?

Bros. Carnegie and Clarke still holding Owen Sound.

We regret to mention the death of Engineer Campbell, Brakemen McCraw and Lancaster in the wreck at Proton—men who were esteemed and respected by all, and most agreeable men to work with.

Must cut out now. Hope next month to get some news from a more accomplished writer.

Cheer up, boys, and let us have a roundup this fall of all the nons on this Division. 73 S.

CERT. 6875.

Grand Trunk Railway.

As a fine sunny day was drawn to a close in the latter part of August, a large number of intelligent O. R. T. men assembled in Toronto and opened a meeting which surpassed any other ever held in that city. There was a great deal of interest taken in the progress, as related by the third vice-president, and in thinking of the bright future which is in store, not commencing with the next generation, but with ourselves, and it being in the near future, one could not feel otherwise than enthusiastic.

We have all learned the great benefit one derives at a meeting listening to one another's fluent speeches and suggestions, which will lead us all to have the same mind and understanding.

I am sure if the same interest continues we will always have a full and entertaining aggregation; that all members will look forward with pleasure for the next night of meeting.

I may say, the next meeting will be of unusual interest, as our active local chairman is going to give each boy "a piece to say;" that is, naming a subject for the good of the Order and give it to the members to study over, and then tell their story.

Now, boys, it should be a very easy matter to get up a short address, as the subjects are all new, have never been discussed around here, and will be of great interest, and beneficial to the progress of the Order.

Div. Cor.

Don't forget to pay your dues.

Don't join the Order simply to get rid of the organizer.

Don't find fault with your local chairman or the general committee because they do not get everything for you that you ask for.

Don't say to the organizer, I cannot afford to join this month, but will some other time.

Don't get disinterested in the welfare of your Division. If you do, it will go backwards.

Don't join the Order simply to benefit your own position, and, then, if things do not go your way, drop out; that is pure selfishness.

Don't forget that those who always have an up-to-date card in their pockets are the kind of members that make any Division a success.

Don't forget that your superintendent, truthfully speaking, has more respect for the man with an up-to-date card in his possession than those that have not.

Don't forget that the current six months dues were due on July 1, 1901, and we need it, because there is business to be transacted in connection with your welfare shortly.

Don't join the Order and only pay six months dues, then drop out after your committee gets you two or three dollars raise per month. It is then you should stick to it and work the harder for the Division.

Don't forget that telegraphers who join the Order of their profession elevate the same, as well as the standing of the road which they work on.

Don't forget that superintendents who try to persuade telegraphers that the O. R. T. is no good are getting numerous.

Now, there are a few who are out in the cold, as far as their paying their dues are concerned, and I am going to ask you again to try and whack up. If you really knew what was in store for you shortly I am sure you would almost wish for the earth to open up and swallow you, because you had not paid it before.

I know, for a fact, that there are a great number of the telegraphers on the G. T. R. who want a revision of the present schedule, and some of those fellows have not as yet paid up. Now, you must know, that to be successful in this, it requires dollars and cents, not wait and promises, and surely you do not want or expect that your general committee are going to hoof it to Montreal and grub their living?

I have often wondered why it is that telegraphers, as a rule, do not support their organization the same as the B. of L. E., B. of L. F., O. R. C., or the B. of R. T. In either of the afore-mentioned brotherhoods it is never necessary to send an organizer around among the men to get them in their respective Orders. Usually they go hunting for the Orders themselves, and when once in they stay there. Why won't you do the same? You all know that, in the past, it has been necessary to send an organizer over the roads to gather in those that refuse to pay their dues and drop out. Are you aware that every man that an organizer puts in the Division your Division does not make one cent out of it, where, if you paid your dues, as you should, we would not be compelled to resort to assessments, in order to pay our honest debts. It's not nice to treat your Division that way; neither is it manly.

Just for argument, we will take all agents and night operators on the main line. Agents who look after their own lamps, receive extra pay for it, and all night operators receive \$3 more than used to be paid, and all of this has been secured through your Division, and still there are those who are receiving a benefit, as stated above, say they cannot afford to join the Order, and some can't pay the current six months dues. That is awful!

If I were a night operator, working on the main line or any place else where the pay was raised through the O. R. T., the first thing I would do would be to join the Order and help support anything that raised my pay. I would

consider that the amount it required to pay my expenses in the Division each year rightly belonged to the Division, and what was left would be mine, and I would be very thankful to the Order for raising my salary, when no one else would do it, and in the future I would stick to the Order tighter than beech bark does to its tree.

For the month of July there were twelve new members initiated. Owing to Bro. D. Campbell, our third vice-president, being called to Ottawa to assist the Canada Atlantic general committee settle their affairs, he had to drop the work on the G. T. R. Otherwise, the increase would have been large. It is expected that he and his staff will be in full swing with us again in a day or two.

Now, trusting that you, who have failed to hand over your dues, will do so, without further urging, because I will blush if I have to ask you again for it.

With best wishes and kind regards, I am

Yours, fraternally,

D. L. SHAW,

Asst. Sec. G. T. R. System Div. No. 1.

Obituary--

G. T. R. System Division No. 1 has lost, in the person of Bro. J. M. Irvine, one of its best and most enthusiastic members. Our late brother had been agent on the G. T. R. for some fourteen years, his first charge being at Glencairn and Avening, on the Northern Division, where he remained until the fall of 1888, when he was transferred to Davenport. From that time until the fall of 1898, when, by reason of ill-health, he was obliged to give up work for a time, but becoming some better in the fall of 1899, he removed to Craigvale, at which point he was agent up to the time of his death, which occurred on June 3, 1901.

Our deceased brother had been for some years prior to his removal from Davenport one of our most enthusiastic members, and he had one of the brightest dispositions to be found anywhere, and his fellow-employees on the Northern Division, as well as his numerous friends, feel that in losing him they have lost one whose place in their affections it will be most difficult to fill.

Bro. Irvine had been married for the past eight years, and left a widow, but no children.

The telegraphers desire to express condolence and sympathy with the relatives of our deceased brother.

Twenty-second, Twenty-third and Twenty-fourth Districts--

Cert. 44 asks two pointed and important questions in the opening sentence of his contribution in the August issue. We would ask another. If not, why not? Is it wise to neglect this matter until arrears accumulate and make it more difficult to "square up" than if paid promptly when due?

Is it fair to those who do pay promptly? Are you not reaping benefits, in some measure, at the expense of the prompt remitter, and do you not feel that it is unfair to do so? Is it fair to those who have the management of our finances? Let us be united in this as well as in other matters, and our Order will continue to be a great success. We would say to those in the Order, Stay there. To those not yet with us, Come and stay. To all, Pay, and pay promptly.

Some changes have recently taken place in these districts.

Bro. Somerville, late of Cargill, may now be found at Southampton, in place of Bro. Hogarth, who, we understand, has retired from the service. Bro. Pinkerton, formerly operator at Owen Sound, succeeds Bro. Somerville at Cargill.

After waiting until patience, to all appearance, had ceased to be a virtue, Bro. W. Harris has resigned his position at Shallow Lake, and will look for a situation where one man will not be ex-

pected to do the work of two. We are sorry to lose Bro. Harris, one of our staunchest members, and the best wishes of his brothers will follow him wherever his lot may be cast.

You should see the broad smile on the countenance of our genial local chairman. No; umbrellas have nothing to do with it this time; it's a ten-pound O. R. T. boy.

Reports from the third vice-president, Bro. Campbell, are very encouraging. Wherever he has been at work he has met with wonderful success, and it does one good to read:

"The line from — to — is now solid to a man," and

"The line from — to — is now in splendid shape."

He also reports a great scarcity of students all over the country, and says, "The present indications are that the student crop of 1901 will be a failure."

CERT. 436.



Grand Division

NOTICE.

Card No. 3666 issued in favor of Certificate No. 1370, Division No. 52, has been lost or stolen. If presented please take up and forward to this office with particulars.

H. B. PERHAM,
Grand Secretary and Treasurer.

St. Louis, Mo., August 31, 1901.

THE ORDER OF RAILROAD TELEGRAPHERS.

FINANCIAL.

Receipts August 1st to 31st, inclusive	\$6,099 72
Disbursements	7,263 47

MEMBERSHIP.

Members in good standing August 1st, 1901	12,836
Initiated in August	509
Total	13,345

MUTUAL BENEFIT DEPARTMENT.

Assessment No. 30 is due on September 1, 1901. Time for payment expires October 31, 1901.

BENEFITS PAID DURING JULY, 1901.

CLAIM No.	NAME.	CAUSE.	DIV.	CERT. No.	SERIES.	AMT.
67	H. W. Spare	Accident	49	3212	A	\$300
69	James Baxter	Consumption	8	26	A	300
70	A. O. Brooks	Drowned	31	3087	C	1,000

FINANCIAL STATEMENT MORTUARY FUND.

RECEIPTS.

Received on Assessment Account to July 31st, 1901	\$66,643 85
Received on Assessment Account, August, 1901	2,029 91
	\$68,673 76

DISBURSEMENTS.

Death Claims paid to July 1st, 1901	\$37,100 00
Death Claims paid in August	1,600 00
Assessments refunded, account rejected applications	200 93
Assessments transferred to dues, account rejected applications	8 45
Cash on hand to credit Mortuary Fund, August 31st, 1901	29,764 38
	\$68,673 76

H. B. PERHAM, *Grand Secretary and Treasurer.*

THE RAILROAD TELEGRAPHER.

OFFICIAL DIRECTORY.

General Offices, St. Louis, Mo.

GRAND OFFICERS:

M. M. Dolphin.....	President	J. A. Newman.....	Second Vice-President
St. Louis, Mo.		St. Louis, Mo.	
T. M. Pierson.....	First Vice-President	D. Campbell.....	Third Vice-President
St. Louis, Mo.		St. Louis, Mo.	
H. B. Perham.....	Grand Secretary and Treasurer		
	St. Louis, Mo.		

BOARD OF DIRECTORS.

Hon. L. A. Tanquary (Chairman),	Cucharas, Col.	F. J. Reynolds, Box 253,	Calgary, N. W. T.
A. O. Sinks (Secretary),	Jefferson St. Depot, Portland, Ore.	T. W. Barron, 2900 Washington ave.,	St. Louis, Mo.

C. E. Layman, Troutville, Va.

ADVERTISING.

All correspondence pertaining to advertising should be addressed to W. N. Gates, Advertising Manager Garfield Building, Cleveland, Ohio

DIVISION DIRECTORY.

GRAND DIVISION—Attached membership not confined to any particular railroad or territory. M. M. Dolphin, President, St. Louis, Mo.; H. B. Perham, Grand Secretary and Treasurer, St. Louis, Mo.

NO. 1, MONTREAL, QUEBEC—Division covers the Grand Trunk Railway System. Meets subject to call of Chairman. R. H. Reynolds, Gen'l Chairman, Beechville, Ont.; P. H. Herbert, Gen'l S. & T., St. Isadore Jct., Que.; D. L. Shaw, Ass't Gen'l S. & T., 769 King st., East London, Ont.

NO. 2, ST. LOUIS, MO.—Meets 1st and 3d Monday each month, at 8 p. m., Hall No. 4, I. O. O. F. Building, Olive St., between 8th and 9th Sts., St. Louis, Mo. L. W. Quick, Chief Telegrapher, Room 918 Fullerton Building, St. Louis, Mo.; C. P. Comer, S. & T., 918 Fullerton Building, St. Louis, Mo.

NO. 3, HARRISBURG, PA.—Meets 1st Wednesday evening at 8 o'clock, and 3d Thursday morning at 8:30 o'clock each month in Ensinger Building, corner Third and Cumberland sts., Harrisburg, Pa. E. L. Zimmerman, Chief Tel., 1611 N. Sixth st., Harrisburg, Pa.; E. C. Miller, S. & T., 625 Dauphin st., Harrisburg, Pa.

NO. 4, PHILADELPHIA, PA.—Meets on 1st Saturday at 8 p. m., at Room A, Odd Fellows' Temple, Broad and Cherry sts., Philadelphia, Pa. G. A. Richardson, Chief Tel., Oaks, Montgomery, Pa.; W. C. Frazier, S. & T., 4251 Pennsgrove st., Philadelphia, Pa.

NO. 5, KANSAS CITY, MO.—Division covers the Kansas City, Pittsburg & Gulf Railroad System. Meets subject to call of Chairman, E. T. Nickel, G. C., Amsterdam, Mo.; D. E. Chambers, Gen'l S. & T., Merwin, Mo.

NO. 6, OMAHA, NEB.—Division covers the Union Pacific Railroad System. Meets subject to call of Chairman. F. A. Baldwin,

Gen'l Chairman, Lock Box 26, Milliard, Neb.; L. M. Tudor, Ass't Gen'l Chairman, Rawlins, Wyo.; R. R. Root, Gen'l S. & T., Wood River, Neb.

NO. 7, MONTREAL, QUEBEC—Division covers the Canadian Pacific Railroad System. Meets subject to call of Chairmen. W. H. Allison, Gen'l Chairman, 70 Melbourne av., Parkdale, Toronto, Ont.; R. R. Jelly, Gen'l S. & T., Chatham, Ont.; P. D. Hamel, Ass't Gen'l S. & T., Blue Bonnets, P. Q.

NO. 8, BUFFALO, N. Y.—Meets 4th Thursday each month at 8:30 p. m. at Zaepfel's Hall, corner Broadway and Bailey av., Buffalo, N. Y.; W. O. Jackson, Chief Tel., 106 Brinkman st., Buffalo, N. Y.

NO. 9, NORTH VERNON, IND.—Meets 3d Saturday of each month at 8 p. m. at K. & L. of H. Hall, Fifth st., North Vernon, Ind.; G. J. Bernhart, Chief Tel., Moore's Hill, Ind.; J. E. Hudson, S. & T., Hayden, Ind.

NO. 10, KNOXVILLE, TENN.—Meets 1st Saturday night of each month at K. P. Hall, Depot st., Knoxville, Tenn.; W. L. Webster, Local S. & T., Route 5, Knoxville, Tenn.

NO. 11, OLD TOWN, MAINE—Meets 4th Sunday each month at 1 p. m., Arcanum Hall, 116 Main st., Bangor, Me. H. N. Bates, Chief Tel., Gardiner, Me.; B. A. Brackett, S. & T., 10 Merrimac st., Bangor, Me.

NO. 12, BELPRE, OHIO—Meets 4th Wednesday of each month, at 626 Depot st., Parkersburg, W. Va. P. Costello, Chief Tel., Belpre, Ohio; G. J. Steurer, S. & T., 626 Depot st., Parkersburg, W. Va.

NO. 13, WEST SUPERIOR, WIS.—Meets 3d Sunday of each month, at 8 p. m., at Ritchie Hall, 806 Tower av., West Superior, Wis. D. A. Short, Chief Tel., 1620 Oaks av., West Superior, Wis.; D. A. Short, S. & T., 1620 Oaks av., West Superior, Wis.

THE RAILROAD TELEGRAPHER.

- NO. 14, ROANOKE, VA.—Division covers the Norfolk & Western Railway System. Meets subject to call of Chairman. C. E. Layman, Gen'l Chairman, Troutville, Va.; T. H. Lankford, Gen'l S. & T., Cloverdale, Va.
- NO. 15, OTTAWA, ONT.—Meets on 4th Sunday of each month at Glen Robertson, Ont. G. W. Shepherd, Chief Tel., Alexandria, Ont.; F. S. Griffin, S. & T., Eastmans, Ont.; R. E. Allison, Local Organizer, Ste. Justine Station, Que.; P. D. Hamel, Ass't S. & T., Blue Bonnets, P. Q.
- NO. 16, NIAGARA FALLS, ONT.—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. m., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. A. J. Broderick, Chief Tel., Niagara Falls, Ont.; B. Knight, S. & T., Niagara Falls, Ont.
- NO. 17, BALTIMORE, MD.—Meets 3d Friday of each month at 205 Fayette st., Baltimore, Md. Q. A. Geise, Chief Tel., Union Station, Baltimore, Md.; J. B. Finnan, S. & T., General Delivery, Baltimore, Md.
- NO. 18, CLEVELAND, OHIO—Division covers the New York, Chicago & St. Louis Railroad System. Meets subject to call of Chairman. R. W. Keyes, Gen'l Chairman, Conneaut, Ohio; F. R. Terbrack, Gen'l S. & T., 69 Yonkers st., Cleveland, Ohio.
- NO. 19, FORT WORTH, TEXAS—Meets on the 3d Monday each month at 8 o'clock, p. m. B. H. Green, Chief Tel., care F. W. & D. C. Frt. Office, Ft. Worth, Texas. J. R. T. Auston, Sec'y. and Treas., 309 E. 4th st., Ft. Worth, Texas.
- NO. 20, GALVESTON, TEXAS—Division covers the Gulf, Colorado & Santa Fe Railroad System. Meets subject to call of Chairman. C. B. Clark, Gen'l Chairman, Ladonia, Texas; T. Hickey, S. & T., Cleburne, Texas.
- NO. 21, CINCINNATI, OHIO—Division covers the Cincinnati, Hamilton & Dayton Railroad System. Meets subject to call of Chairman. John G. Wenk, Gen'l Chairman, Glendale, Ohio; A. C. Bushwaw, Gen'l S. & T., 438 So. Cincinnati st., Dayton, Ohio.
- NO. 22, ST. LOUIS, MO.—Division covers the Missouri, Kansas & Texas Railroad System. Meets subject to call of Chairman. E. B. Hill, Gen'l Chairman, Troy, Texas; F. N. McQuarie, Gen'l S. & T., Oswego, Kans.
- NO. 23, TOPEKA, KAN.—Division covers Atchison, Topeka & Santa Fe Railroad System. Meets subject to call of Chairman. S. S. Comer, Gen'l S. & T., 917 Fullerton Building, St. Louis, Mo.
- NO. 24, WILLIAMSPORT, PA.—Meets 2d Tuesday each month at 8 p. m., Whitman Hall, West Fourth st., Williamsport, Pa., and on the 4th Wednesday of each month at 8 p. m., Harmon's Hall, Main st., Lock Haven, Pa. C. E. Sturgis, Chief Tel., 44 Linck Building, Williamsport, Pa.; J. I. Klingenberg, Gen'l S. & T., Sunbury, Pa.
- NO. 25, PALESTINE, TEXAS—Division covers the International & Great Northern Railway System. Meets subject to call of Chairman. B. C. Palmer, Gen'l S. & T., McNeil, Texas.
- NO. 26, BRUNSWICK, MD.—Meets 1st Friday of each month at 8 p. m., at Red Man's Hall. Brunswick, Md. C. D. Shewbridge, Chief Tel. Keep Tryst, Md.; E. L. Harrison, S. & T. Brunswick, Md.
- NO. 30, PHILADELPHIA, PA.—Meets 3d Friday at 8 p. m., in Dental Hall, N. W. corner Thirteenth and Arch sts., Philadelphia, Pa. J. L. Hughes, Chief Tel., 1225 Sansom st., Philadelphia, Pa.; James Hutton, S. & T., 1489 North Fifty-third st., Philadelphia, Pa.
- NO. 31, ST. LOUIS, MO.—Division covers the Missouri Pacific Railroad System. Meets subject to call of the Chairman. T. W. Barron, Gen'l Chairman, Mo. Pac. Tel. Office, Equitable Building, St. Louis, Mo.; R. C. McKain, Gen'l S. & T., 1615 East Fifth st., Sedalia, Mo.; F. L. True, Ass't Gen'l S. & T., Sedalia, Mo.; R. C. McCain, Ass't Gen'l Chairman, Sedalia, Mo.
- NO. 32, ST. LOUIS, MO.—Division covers the St. Louis & San Francisco Railroad System. Meets subject to call of the Chairman. J. W. Knightlinger, Gen'l Chairman, Newton, P. O., I. T.; C. K. Clayton, Ass't Gen'l Chrm'an, Pratt City, Ala. L. Stevens, Gen'l S. & T., Valley Park, Mo.
- NO. 33, PITTSFIELD, MASS.—Meets 2d Sunday and 3d Wednesday of each month at N. Y., N. H. & H. R. R. Freight Office, S. Church st., Pittsfield, Mass. F. H. Barker, Chief Tel., Pittsfield, Mass.; H. A. Roel, S. & T., 223 New West st., Pittsfield, Mass.
- NO. 36, ANDOVER, OHIO—Meets last Thursday evening of each month at 7 o'clock at J. O. U. A. M. Hall, Andover, O. G. F. Wolcott, Chief Tel., Williamsfield, O.; E. H. Rood, S. & T., Andover, O.
- NO. 37, CINCINNATI, OHIO—Division covers the Cleveland, Cincinnati & St. Louis Railroad System. Meets subject to call of Chairman. Wm. Baer, Gen'l Chairman, North Vernon, Ind.; T. A. Sawyer, Gen'l S. & T., Gallion, Ohio.
- NO. 38, COLUMBUS, OHIO—Meets 2d Monday evening, at 8 o'clock, at Odd Fellows' Temple, S. High st., Columbus, Ohio; Edward H. Hanna, Chief Tel., 1265 Michigan ave., Columbus, Ohio. Percy E. Wright, S. & T., Box 148, Worthington, Ohio.
- NO. 39, SAGINAW, MICH.—Division covers the Pere Marquette Railroad System. Meets subject to call of Chairman. M. E. Dennison, Gen'l Chairman, Elk Rapids, Mich.; R. R. Darwin, Gen'l S. & T., 236 Spruce st., Saginaw, Mich.; Local Chairmen, W. S. Nicholson, Monroe, Mich. (Toledo to Saginaw); H. A. Stroupe, Clare, Mich. (Saginaw to Manistee and Ludington); A. Brooks, Minden City, Mich. (Saginaw to Port Huron, includ-

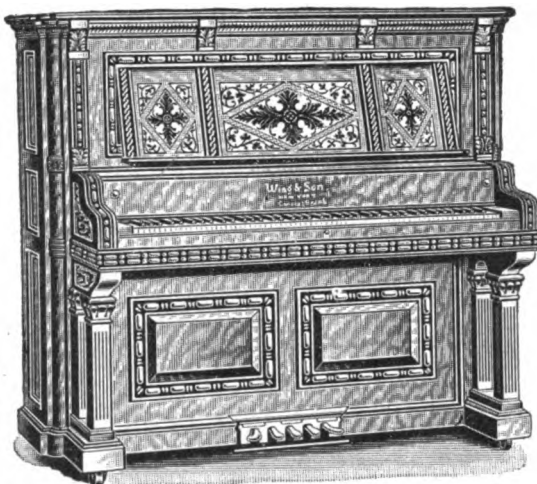
THE RAILROAD TELEGRAPH.

- ing Port Austin and Almont Divisions); T. H. Wallace, Edmore, Mich. (Saginaw to Grand Rapids); A. A. Watson, Brighton, Mich. (Grand Rapids to Detroit); F. N. Stuart, Zeeland, Mich. (Grand Rapids to New Buffalo, including all C. & W. M. branches.)
- NO. 40, RICHMOND, VA.—Division covers Chesapeake & Ohio Railway System. Meets subject to call of Chairman. E. L. Stratton, Gen'l Chairman, Balcony Falls, Va.; G. P. Grogan, Gen'l S. & T., Russell, Ky.
- NO. 42, NEW YORK, N. Y.—Division covers the Erie Railroad System. Meets subject to call of Chairman. Wm. Clancy, Gen'l Chairman, Mansfield, Ohio; W. L. Abbott, Gen'l S. & T., Hammond, Ind.
- NO. 44, NEW YORK, N. Y.—Meetings 2d Wednesday at 8 p. m. and 3d Tuesday at 10 a. m., of each month, Klobutscheck's Hall, corner Vernon and Borden avs., Long Island City, N. Y. T. A. Gleason, Local Pres., 688 E. 163d st., New York, N. Y.; H. E. Regensburg, S. & T., 162 Twelfth st. Long Island City, N. Y.
- NO. 47, CHARLOTTETOWN, P. E. I.—Meets 3d Thursday of each month at 8 p. m. at B. I. S. Hall, Charlottetown, P. E. I. J. A. Kelly, Chief Tel., Royalty Junction, P. E. I.; L. F. Muncey, S. & T., Charlottetown, P. E. I.
- NO. 48, LIMA, OHIO—Division covers the Ohio Southern Railroad System. Meets subject to call of Chairman. E. English, Gen'l Chairman, Jackson, Ohio; H. C. Mitchell, Gen'l S. & T., Uniapolis, Ohio.
- NO. 49, PUEBLO, COLO.—Division covers the Denver & Rio Grande Railway System. Meets subject to call of Chairman. J. G. Garland, Gen'l Chairman, Orient, Colo.; L. H. Woolsey, Gen'l S. & T., Swallows, Colo.
- NO. 50, PORTLAND, ORE.—Meets on 3d Monday of each month at 9 p. m., at Portland, Ore. A. Rose, Chief Tel., 755 Vancouver av., Station B., Portland, Ore.; A. O. Sinks, S. & T., Jefferson St. Depot, Portland, Ore.
- NO. 51, GROVE CITY, PA.—Division covers B. & L. E. Railway System. Meets subject to call of Chairman. R. O. Waddell, Gen'l Chairman, Cranesville, Pa.; B. E. Crouch, S. & T., Gehrton, Pa.
- NO. 52, PITTSBURG, PA.—Meets 1st and 3d Saturday each month at 8 p. m., at Rosso's Hall, 229-231 Diamond st., Pittsburg, Pa. H. T. McGuire, Chief Tel., 256 S. Highland av., Pittsburg, Pa.; S. J. Konenkamp, Sec'y, 2705 Jane st., Pittsburg, Pa.; W. L. Grubb, Treas., 2402 Carson st., Pittsburg, Pa.
- NO. 53, Southern Pacific System Division covers the Southern Pacific Railway lines. Meets at 8 o'clock p. m., in the lodge room, No. 909 Market st., Pythian Castle, San Francisco, Cal., 2d and 4th Saturday of each month, Local Chairman F. G. Wetzel of the Coast District, presiding, and the 1st Tuesday of each month at the residence of L. N. Buttner, Port Costa, at 8 p. m. W. E. Davidson, Gen'l Chairman, Hotel Metropole, Oakland, Cal.; D. W. Koppikus, Gen'l S. & T., East Oakland, Cal.
- NO. 54, ST. PAUL, MINN.—Division covers the Northern Pacific Railway System. Meets subject to call of Chairman. F. A. Brown, Gen'l Chairman, Marshall, Wash.; J. E. Dafoc, Gen'l S. & T., 316 Thirty-first st., south, Billings, Mont.
- NO. 55, CLEVELAND, OHIO—Division covers the Wheeling, Lake Erie Railway System. Meets subject to call of Chairman. F. H. Howe, Gen'l Chairman, Curtice, Ohio; F. H. Hess, Gen'l S. & T., Wheeling, W. Va.
- NO. 56, QUINCY, ILL. — Division covers the Omaha, Kansas City & Eastern and the Omaha & St. Louis Railroad. Meets subject to call of Chairman. H. M. Davis, Gen'l Chairman, Blanchard, Ia.; J. S. Burkhard, Gen'l S. & T., McFall, Mo.
- NO. 57, HOUSTON, TEXAS—Division covers the Houston & Texas Central Railroad System. Meets subject to call of Chairman. W. J. Burke, Gen'l Chairman, Denison, Texas; G. C. Morgan, Gen'l S. & T., Hearne, Texas.
- NO. 58, WILMINGTON, DEL.—Meets 3d Tuesday evening, 3d floor Western Union Building, Third and Market sts., Wilmington, Del. P. Charles Bogan, Chief Tel., Edgemoor, Del.; W. J. Holton, Gen'l S. & T., Iron Hill, Md.
- NO. 59, BOSTON, MASS.—Division covers the Boston & Maine Railroad System. Meets subject to call of Chairman. J. B. Bode, Gen'l Chairman, Chelsea, Mass.; J. D. Belding, Gen'l S. & T., Gilbertsville, Mass.
- NO. 60, SALT LAKE CITY, UTAH—Division covers the Oregon Short Line. Meets subject to call of Chairman. A. E. Beamer, Gen'l Chairman, Kemmerer, Wyo.; W. A. Hawk, Gen'l S. & T., Melrose, Mont.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blais, Chief Tel., Causapsal, Que.; R. A. McMillan, S. & T., Eel River Crossing, N. B.
- NO. 62, CLEVELAND, OHIO—Meets 1st Saturday evening at B of L. F. Hall, Cor. Pearl and Jay sts., Cleveland, Ohio. C. F. Mayer, Chief Tel., 231 Wade av., Cleveland, Ohio; J. T. Coffey, S. & T., 20 Kane st., Cleveland, Ohio.
- NO. 63, MONCTON, N. B.—Meets 3d Thursday of each month at 6:30 p. m. in Mason's Hall, Main st., Moncton, N. B. S. C. Charters, Chief Tel., Point du Chene, N. B.; M. McCarron, S. & T., Moncton, N. B.
- NO. 64, LEVIS, QUE.—Meets 4th Friday of each month at 8 p. m. at Terminus Hotel, Levis, Que. J. H. O'Hebert, Chief Tel., Maddington Falls, Que.; B. Demers, S. & T., St. Apollinaire, Que.
- NO. 65, GRAFTON, W. VA.—Meets 2d and 4th Wednesdays of each month at 8 p. m., K. of P. Hall, Main st., Grafton, W. Va. L. G.

THE RAILROAD TELEGRAPHER.

- Cockrell, Chief Tel., Tunnellton, W. Va.; E. F. Garity, S. & T., Box 54, Grafton, W. Va.
- NO. 66, TRURO, N. S.—Meets 3d Thursday of each month at Crowes' Hall, Inglis st., Truro, N. S. J. W. Gunn, Chief Tel., Belmont, N. S.; Geo. O. Forbes, S. & T., Spring Hill Jct., N. S.
- NO. 67, WILKESBARRE, PA.—Meets on the 2d and 4th Friday each month, at 8 p. m., O. U. A. M. W. Hall, No. 31 W. Market st., Wilkesbarre, Pa. E. E. Evans, Chief Tel., 136 S. Grant st., Wilkesbarre, Pa.; J. Nelligan, S. & T., Ashley, Pa.
- NO. 68, CUMBERLAND, MD. — Meets 3d Wednesday of each month at 8 p. m. at Mechanics' Hall, Cor. Baltimore and Liberty sts., Cumberland, Md. W. G. Morris, Chief Tel., 2 Polk st., Cumberland, Md.; R. C. Cornwell, S. & T., Patterson's Depot, W. Va.
- NO. 69—OGDEN, UTAH—Meets 2d Wednesday in each month at 8 o'clock p. m. at Johnson's Hall, Ogden, Utah. A. D. F. Reynolds, Chief Tel., care Underwood Typewriter Agency, Ogden, Utah; C. N. Custead, S. & T., 2061 Madison st., Ogden, Utah.
- NO. 71, OSKALOOSA, IOWA — Meets 3d Wednesday in each month at 8 o'clock p. m., at Oskaloosa, Iowa. L. P. Ballinger, Chief Tel. and S. & T., Lacey, Iowa.
- NO. 72, ST. JOSEPH, MO.—Meets 3d Tuesday of each month at 8 p. m. at 623 Mount Mora Road, St. Joseph, Mo. H. E. Trader, Chief Tel., St. Joseph, Mo.; W. E. Reese, S. & T., Box 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Saturday of each month at 8 p. m. on the 4th floor Odd Fellows' Hall, Broadway, Mauch Chunk, Pa. J. D. Kuntz, Chief Tel., Mauch Chunk, Pa. Hon. J. N. Weiler, S. & T., Lock Box 17, E. Mauch Chunk, Pa.
- NO. 74, ELIZABETH, N. J.—Meets 2d Saturday, 8 p. m., each month, in Star Theater Building, East Jersey st., near Broad st., Elizabeth, N. J. A. K. Gerry, Chief Tel., 129 Broadway, Elizabeth, N. J.; M. H. Shafer, S. & T., 626 Monroe av., Elizabeth, N. J.
- NO. 75, MACON, GA.—Meets 2d Sunday each month at 7:30 p. m., in Odd Fellows' Hall, over McManus Furniture Store, Cherry St., Macon, Ga.; J. W. Perry, Chief Tel., Millen, Ga.; J. P. Mercer, S. & T., Macon, Ga.
- NO. 76, CHICAGO, ILL.—Division covers the entire Chicago & Northwestern Railroad. Meets subject to the call of Chairman. W. B. Young, Gen'l Chairman, Roscoe, Ill.; C. A. Ransom, Gen'l S. & T., Roscoe, Ill.
- NO. 77, DENVER, COLO.—Meets 2d Friday evening in each month at A. O. H. Hall, 1536 Lawrence st., Denver, Colo. L. D. Grace, Chief Tel., 354 Equitable Building, Denver, Colo.; A. B. Haines, S. & T., Room 39, Union Depot, Denver, Colo.
- NO. 78, BOSTON, MASS.—Meets 2d Tuesday evening each month at 8 o'clock. Thomas Nelson, Local S. & T.
- NO. 80, NEW HAVEN, CONN.—Division covers the New York, New Haven & Hartford Railroad System. Meets subject to call of the various Chairmen. John Trainor, Gen'l Chairman, Myricks, Mass.; D. W. Dean, Gen'l S. & T., Box 228, Auburn, R. I.
- NO. 81, COLORADO SPRINGS, COLO.—Division covers the Colorado Midland Railroad System. Meets subject to the call of the various Chairmen. B. A. Beckenstein, Gen'l Chairman, Woodland Park, Colo.; C. Fritz, Gen'l S. & T., Divide, Colo.
- NO. 82, NEW YORK—Division covers the Delaware, Lackawanna & Western Railroad. Meets subject to the call of the Chairman. J. E. Schu, Gen'l Chairman, Portway, N. Y.; L. B. Bennett, Gen'l Sec'y., Wayland, N. Y.
- NO. 83, BANGOR, ME.—Division covers the Bangor & Aroostook Railroad. Meets subject to the call of the Chairman. F. B. Gallant, Gen'l Chairman, Ashland Junction, Me.; B. E. Webber, Gen'l S. & T., Old Town, Me.
- NO. 84, CAMDEN, N. J.—Meets 3d Monday at 7:30 p. m., at Central Hall, S. W. Cor. Fourth and Arch sts., Camden, N. J. T. J. McCabe, Chief Tel., 122 N. 11th st., Camden, N. J.; W. S. Cafferty, S. & T., 28 West Cedar av., Merchantville, N. J.
- NO. 85, TRENTON, N. J.—Meets 1st and 3d Fridays at 8 p. m. at Concordia Hall, 33 West State st., Trenton, N. J. J. J. Boles, Chief Tel., 210 Fifteenth st., Jersey City, N. J.; N. T. Bryson, S. & T., 53 Yard av., Trenton, N. J.
- NO. 86, ALTOONA, PA.—Meets 2d and 4th Saturdays of each month at 8 p. m., at I. O. O. F. Hall, Twelfth st., between Tenth and Eleventh avs., Altoona, Pa. J. W. McCoy, Chief Tel., Kipple, Pa.; Geo. D. Dinges, S. & T., 2105 4th av., Altoona, Pa.
- NO. 87, SCRANTON, PA.—Meets 1st Monday of each month, Watt's Hall, Carbondale, Pa., and 3d Monday, each month, Raub's Hall, 134 Wyoming Ave., Scranton, Pa.; M. F. O'Malley, Chief Tel., Olyphant, Pa.; D. P. Pace, S. & T., 1447 Dickson Ave., Scranton, Pa.
- NO. 88, DALLAS, TEX.—Division covers the Texas & Pacific Railway. Meets subject to the call of the chairman. J. T. Perrin, Gen'l Chairman, Midland, Texas. B. N. Leonard, Gen'l S. & T., Baird, Texas.
- NO. 89, OCALA, FLA.—M. W. Hogan, Chief Tel., Hawthorne, Fla.; L. H. Hubbard, Sec'y. and Treas., Ocala, Fla.
- NO. 90, UTICA, N. Y.—Meets 1st Sunday, at 8 p. m., and 2d Sunday at 2 p. m., at Post Bacon Hall, Charlotte st., Utica, N. Y. R. C. Dockstader, C. T., 298 Seymour ave., Utica, N. Y.; H. G. McCarthy, S. & T., P. O. Box 34, Oriskany, N. Y.
- NO. 91, TOLEDO, O.—Meets 3d Sunday, at 2:30 p. m., at Room 4, Pythian Castle, corner Jefferson and Ontario sts., Toledo, O. G. I. Stiles, C. T., West Toledo, O.; F. W. Smith, S. & T., 1521 Collingwood ave., Toledo, O.

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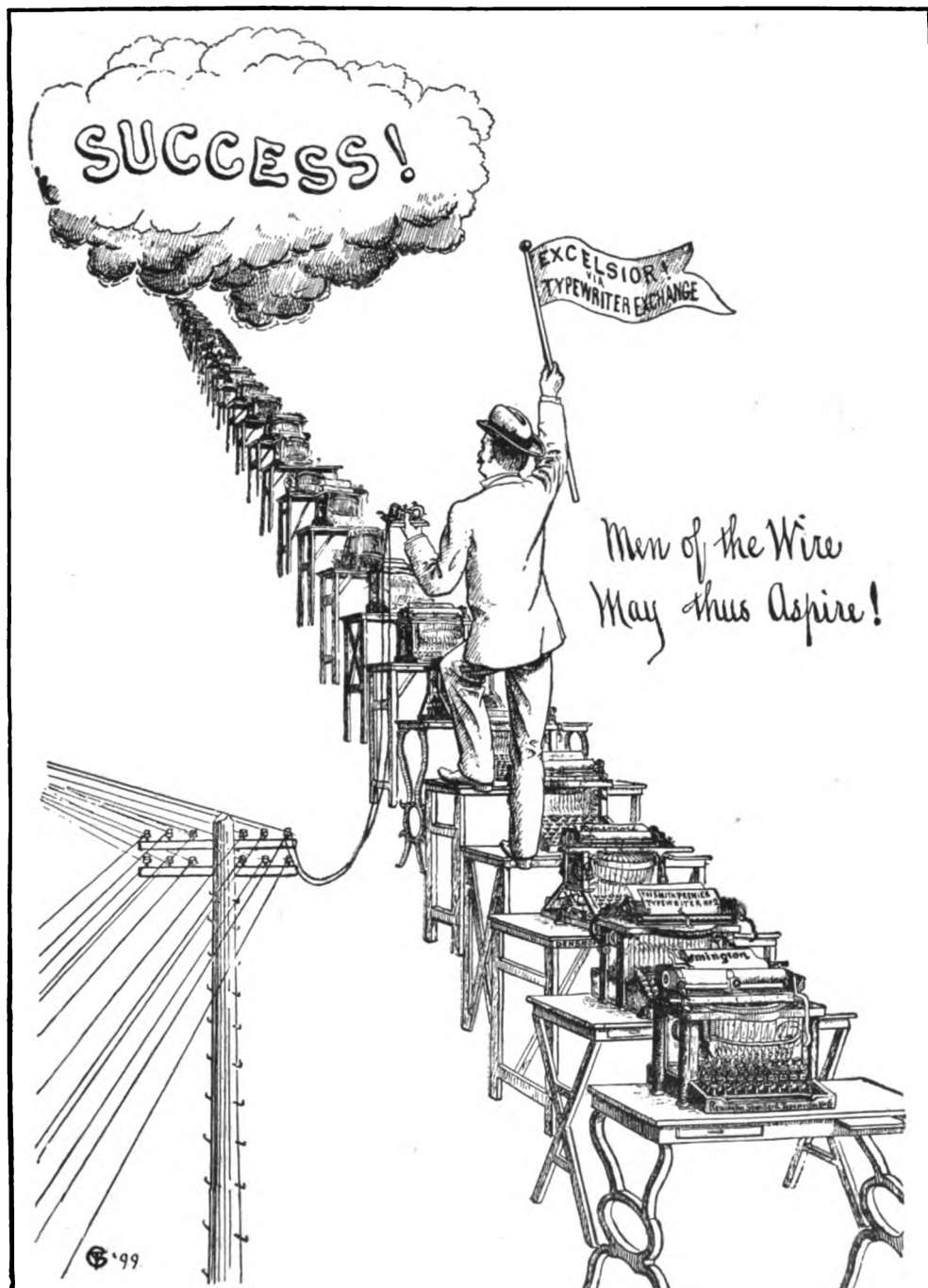
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ADELBERT C. PANGBORN.

Conway, Mich., Sept. 17, 1900.

THE RAILROAD TELEGRAPHER

OCT 19 1901



Vol. XVIII
No. 10

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BY THE ORDER OF
RAILROAD TELEGRAPHERS

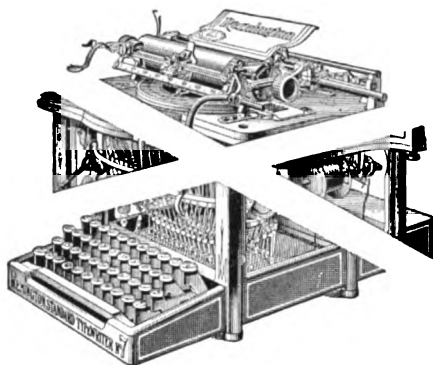
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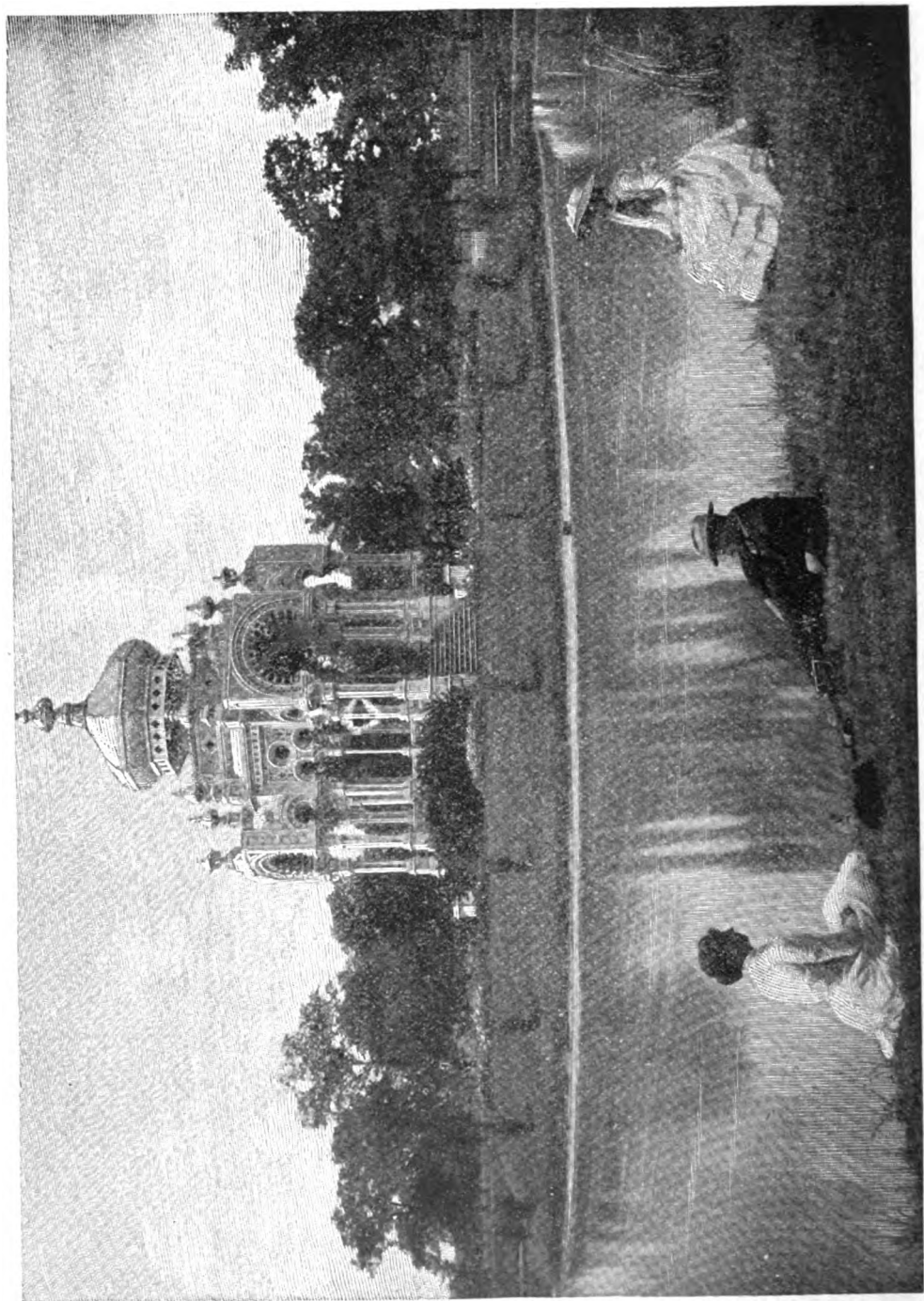
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PUBLISHED MONTHLY BY THE ORDER
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H. B. PERHAM, EDITOR.



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VOL. XVIII.

OCTOBER, 1901.

No. 10.

EDITORIAL

THE ASSASSINATION OF THE PRESIDENT.

SINCE our last issue went to press, President McKinley has succumbed to injuries inflicted by an assassin.

There seems to have been no particular motive for the deed. It was simply the cowardly act of a half-witted degenerate, with an abnormal desire for notoriety. Even the assertion that he was an anarchist has been strenuously denied by those who are acknowledged leaders in that particular cult.

In the case of Abraham Lincoln, who had just prior to his assassination been a prominent actor in a national tragedy, there was some semblance of a motive; in that of James A. Garfield it was the insane act of a disappointed office-seeker; but the killing of William McKinley seems to have been actually without an incentive.

Under a despotic government, where oppression has reached an intolerable stage

and the worker's reward for his labor has been filched down to a bare subsistence, such acts may be expected. In Russia, for instance, where the common people and the government are in eternal opposition, where bomb-proof palaces are the antithesis of the mines of Siberia, who can wonder at the stolid-featured Nihilist when he says, "Blest be the hand that wields the regicidal steel." To such men the assassin is the Prince of Heroes, and there is some ground for such ferocious sentiments.

Perhaps the world will never learn what method of reasoning prompted Czolgosz to take the life of the President, well knowing that his own life would immediately pay the forfeit.

The country is now recovering from a bad case of hysteria, brought on by the assassination, and many remarks have been made by prominent citizens that go to show that if those who have a disregard for the law of the land are to be deported, it would

be very difficult to find out just where the line should be drawn and which one sent away and which one retained.

The Rev. T. De Witt Talmage is reported to have said: "I wish that the policeman in Buffalo who seized the pistol of the scoundrel who shot our adored President, had taken the butt of the weapon and dashed the man's brains out on the spot."

The Rev. Dr. Naylor, of Washington, D. C., is reported to have made the remark: "If I had been in Buffalo I would have blown the scoundrel to atoms."

Even such an eminent man as Governor Odell, of New York, expressed regret that the assassin was not promptly lynched. Hon. Cornelius Bliss declares that all avowed anarchists should be exterminated on sight—treated as mad dogs; while the *New York Herald* says, editorially, that for attack upon men elected to high office, "there should be punishment so inexorable and so terrible that the reptile chosen to commit it would face the vengeance of his associates or put an end to his own miserable existence a thousand times rather than incur the penalty.

The excitement of the occasion may be some excuse for such an evident disregard of the law, but then there are other terrible things that have happened in the recent past that these good people did not get excited about. The wanton shooting down of peaceable coal miners at Hazleton, and many other similar occurrences, never caused them to lose their heads. They and their class have always seemed to regard such happenings with complacency.

A little item from the State capitol of Virginia tends to show that the assassination of the President is not only a back-set to all reform movements, but in some places actually brings to the surface a desire to return to mediæval times. It reads:


"The Virginia Constitutional Convention to-day decided to eliminate from the Bill of Rights of the State the words 'freedom of speech.' This action was taken after a scene that was dramatic. In the present Bill of Rights occur the words 'guarantee the liberty of the press and freedom of speech.' The committee to which the instrument was referred for revision recom-

mended the words 'freedom of speech' be eliminated."

All this, taken in connection with the illegal arrest of persons who have peculiar views on the subject of freedom, and feel the constant necessity of giving them air, is sufficient to set people wondering whether or not the good sense of the American people has gone glimmering. The cry for justice from the lower strata of society has been disregarded, and only those who can force concessions can get them. Ideas of vengeance is the result, with a certain class, and vengeance, as a matter of course, begets vengeance.

Eugene V. Debs says that the deplorable incident "teaches the lesson that while there is injustice at the bottom there is no security at the top." This strikes the keynote. If, instead of harrassing people who have opinions of their own and a desire to give them expression, the minds of the leaders of mankind are in the future directed toward the benevolent and statesmanlike amelioration of the condition of those who are discontented with the present status of affairs, the death of William McKinley will not have been in vain.

TELEGRAPHERS AS SCRUBBERS AND SCOURERS.

 ANY comical cartoons have been published from time to time depicting the troubles of the railroad agent at remote stations, where oftentimes only one man is employed to attend to a great multiplicity of duties. Many thousands of ems of cold type have been set in his defense, but notwithstanding all this there are men yet to be found ready to slur him and where possible hold him up to derision.

In the *Railway and Engineering Review* of Chicago there recently appeared an article relating to the embellishment of station grounds wherein the writer goes out of his way to take a slap at the inoffensive station man. He says:

"While the subject of embellishing station grounds has been receiving a good deal of attention during the past few years, there is, nevertheless, evidence to show that on

some roads there is plenty of opportunity for improvement without going outside of the stations. Below is the language in which the railroad commissioners of a certain State express the situation within their jurisdiction, the quotation being taken from their annual report: 'Some of the roads have made marked improvements in facilities for safe, rapid, and comfortable handling of passenger and freight traffic; yet, at some points, which we do not care to particularize, the depot buildings are small and incommodious when compared with the volume of business being done. The so-called "waiting room," by its scanty furniture, want of ventilation, total disregard of ordinary cleanliness, and foul odors, render the building unfit for occupation, a menace to public health and an incubus upon the progress of the towns in which they are located. In many instances the sign "Waiting Room" constitutes a notice to wait on the outside.'

"This picture of negligence in caring for the condition of railway station property is too widely repeated to be considered as of application only to isolated localities or exclusively to country towns. Occasionally one will find in cities of considerable size railway stations in a condition which reflects no credit upon the superintendence of the railway company. It is somewhat strange that in certain instances the neglected condition of station buildings should be overlooked by the officials. We call to mind some roads whereon the section foremen have printed instructions concerning the policing of the right of way and station grounds, and yet the interiors of some of the station buildings on the same roads are habitually in an unsightly condition. It is not an exceptional experience to find on some roads the floors of waiting rooms covered with tobacco spit, coal ashes and other filth, in charge of a telegraph operator who must resort to fancy pen-work, whittling out toys, playing checkers, target practice or other means of diversion in order to agreeably pass away the time. Just why it should not be as incumbent upon station agents and telegraph operators to keep station buildings in presentable condition, as upon section foremen to keep the right of way clear of old

ties and other rubbish, does not readily appear. A daily sweeping of waiting and office rooms in stations would in many instances work a remarkable change in the appearance of things, and the scrubbing of the floors and wood-work, even so infrequently as once a year, would materially improve the sanitary condition of these buildings. It is probably true that these matters have but little effect upon the volume of a railway company's business, particularly where there is no local competition, but they do have a great deal to do with public opinion concerning the railway discipline; and the truth of the matter is that all that is necessary to keep these places in a respectable condition would involve but little or no extra expense to the railway company."

From the point of view of the telegrapher this seems to be an undeserved "roast" upon the officials, who have done their utmost in the past to load telegraphers and station agents down with such work, so much so, that they have had to organize and resist what is considered an imposition, and force the officials to take some of the burdens off them. At one time they had them scrubbing out waiting rooms and water-closets, cleaning cuspidors, cleaning out and re-bedding stock cars, as well as looking after the switch, semaphore and signal lights, in addition to their regular duties.

In their individual capacity they could not gain the ear of the proper officials to adjust the matter more equitably, or in cases where they did so, they were told that the man who had the station before them did those things, and that they therefore would be expected to do it while they held down the station. This, coupled with a gentle hint that if they did not like their job they could quit, generally settled the incident.

The telegraphers and station men, after getting thoroughly organized, succeeded to a great extent in getting rid of such incongruous work.

The *Railway and Engineering Review*, which seems to have departed from its usual custom of "jollyng" railroad officials for the time being and giving some of them a pretty hard "roast," might be glad of a

practical suggestion on the subject, and the following is tendered in good faith as such:

A force of scrubbers and scourers could be sent out from the car-cleaning department at suitable intervals and every station on the road thoroughly and scientifically cleaned, and, where necessary, fumigated. This would add materially to the comfort of many station men, who would be glad to do the work on their own account if they could spare the time, but which by sheer force of circumstances has to be neglected.

There is no trouble about the daily sweeping out, and for that matter never has been, as station agents and telegraphers are, as a rule, very cleanly people, who do not need arbitrary orders to perform work that is an absolute necessity for their own health and comfort.

LOYALTY.

IT IS the opinion of a great many railroad managers, and one only recently given public expression by no less a person than Mr. Marvin Hughitt, president of the Chicago & Northwestern Railroad, that "A man cannot be loyal to his employers and to his union, too."

Perhaps the word "loyal" is inaptly chosen and does not really express the meaning intended to be conveyed. However that may be, the idea is not received graciously by union men, chiefly because there is not a scintilla of truth in the assertion, and it is viewed very much in the light of an unwarranted reflection upon the character of men who are entitled to more respectful consideration from railroad managers than they usually get. Webster gives the following definitions of the word "loyal":

First, Faithful to law; upholding the lawful authority; faithful and true to the lawful government; faithful to the prince or sovereign to whom one is subject; unswerving in allegiance.

Second, True to any person or persons to whom one owes fidelity, especially as a wife to her husband, lovers to each other, friend to friend; constant; faithful to a cause or principle.

If the word can be used properly in connection with railroad employes at all, perhaps "Unswerving allegiance" is the one that the official using it would choose.

On thoroughly unionized roads, where schedules are in effect providing that no man shall be discharged without just cause, and that where merit is equal, seniority in the service has preference for promotion, there is far better service rendered the company than on non-union roads.

On such roads it pays each man well to look after his work and see that there is no flaw. He knows that he cannot lose his job unless he does something, or fails to do something, that would cause even his own friends to say he deserved to lose it. It is on this account that the Over, Short and Damage Department soon after a road is unionized, has to reduce its office force and the "Prize Packages"—claim papers—that used to be a matter of daily routine for all hands in the train and station service, became a thing of the past. The secret service bill is also saved to the company, for there is no use in employing spotters when there is nothing for them to spot.

Let those officials who are crying out about lack of loyalty on the part of their "operatives" put them under contractual relations in regard to rules of service and rates of pay, and they will have no further cause for complaint. If the "operatives" are recognized as men and placed upon an independent and proper footing, they will work for their employer in season and out of season, and perhaps even outvie the general manager in zeal and activity in behalf of the company that employs them.

Compare the poorly paid, half-starved telegrapher, agent or ticket seller on a non-union road with his hustling brother on a union road. Observe the unkempt look about the offices, see the loafers in the office, who are supposed to be telegraph students. Ask about a rate on some ordinary commodity and note the helpless confusion on the face of the man who is trying to learn a business that he is in nowise qualified for. If you get anything besides a surly answer, the information is most likely to be misleading. Another noticeable feat-

ure is that such roads change their station men every week or two and keep the endless chain of changes going from one year's end to another.

With the union road it is different. The offices are uniformly well kept, the agent has been there a long time and is perfectly familiar with his duties, and the more business he gets for his company the better he likes it. At competing points it is no unusual thing for him to get twice the pay of the opposition agent, but he makes up for this by getting 80 or more per cent of the traffic.

The union "operative" never loses a chance to say a good word for the road that employs him and acts as a business-getter, not as a matter of duty, but out of sheer good will for an employer that uses him "white."

He knows that it is folly for him to try to "stand in" with a railroad company, for he is not usually personally acquainted with any large proportion of the stockholders and perhaps has heard that they live in some foreign country and are not particularly interested in his case. Reciprocity is what he wants, and when he is used right, there will be no necessity for complaint of lack of loyalty on the part of the employer. If it had not been for unfair usage on their part in the first place, there would never have been any unions formed.

There is an idea current that a human being might as well endeavor to strike up a friendship with a locomotive as to stand in with such an entity as a railroad corporation. What he wants is what he calls "an even break," and not getting that it is no matter for surprise if he deteriorates.

There is no other class of men in the world so faithful to their trust, day in and day out, oftentimes through tests of physical endurance and hardships that the world knows little and cares less about as the railroad man.

To hint that such men are disloyal because they insist upon a measure of independence for themselves by means of unionism, indicates that the official does not know the men who do the actual work of the road.

THE UNITED STATES SIGNAL CORPS.

FROM the number of letters printed in the columns of THE RAILROAD TELEGRAPHER from members of the United States Signal Corps at the front in the Philippines, complaining of poor pay and worse treatment, it begins to look as if some radical reforms were needed in that department.

There is no excuse for the government of the United States being niggardly in the matter, and there is plenty of evidence that the sovereign people do not wish their representatives to make life a burden to those who are fighting their country's battles.

That the managing officials of the Signal Corps are open to the charge of incompetence, is very clear to every practical man who has given the subject any consideration. The following items clipped from the columns of the most influential daily in Manila, *The New American*, of Aug. 24, 1901, is almost conclusive evidence on that point. It says:

"Owing to the difficulty in enlisting competent men for the Signal Corps the commanding-general of the division has decided that men from other organizations will be instructed in telegraphy and transferred to the Signal Corps as fast as vacancies may occur. Each telegraph operator will be made an instructor and there will be a pupil at every post, selected from the enlisted men on duty at that post.

The division general order providing for such instructions is under date of Aug. 17, and reads as follows:

"The commanding officer of every troop and company outside of Manila, at points where there is a telegraph office of the Signal Corps, will detail an intelligent enlisted man to be instructed by the operator of the station in telegraphy. The commanding officer at each station will give his personal attention to this matter and decide what hour of the day will be best for the instruction of the men with the least interruption of public business and other duties, and will see that attendance is prompt and regular. The men to be allowed to practice as much as possible. The names of efficient men will be reported, through these head-

quarters, to the chief Signal officer of the division for enrollment, with a view to detail as operators when vacancies may in future occur."

It is a well-known fact that there would be no difficulty in enlisting experienced telegraphers, if anything like adequate salaries were paid. If the salaries ranged from \$75 to \$100 per month, instead of from \$13.50 to \$55 per month, they could get all the men they need.

It is also a well-known fact that adults cannot learn telegraphy, as the necessary skill must be acquired at a more receptive stage of development. As the song says, "You cannot teach an old dog new tricks."

A writer in the September RAILROAD TELEGRAPHER, who is a member of the Signal Corps located near Manila, P. I., says:


"Since the increase of the army there have been over 300 reductions made in our branch of the service. First-class sergeants reduced to corporals, making a difference of \$25 a month. A first-class sergeant's pay is \$55 a month; a corporal's is \$24. The sergeants were reduced to the grade of first-class private, and the first-class privates to "soldiers," second-class privates, but the second-class handles his day's "biz" just as if he was drawing \$75 per month. Principally all the second-class privates are operators, not 'Fort Myer graduates,' but men of ten to fifteen years' experience."

Of course, the expert telegraphers are leaving the service at the first opportunity, for they can get better treatment at the hands of a private employer.

Those who cannot get away, should join the Order and have their grievances taken up and adjusted through the regular Congressional Committee.

To have the attention of the proper persons called to the abuses that have crept into the Signal service, would result in having the matter remedied in a very short time.

A WORTHY MEMBER HONORED.

 THE recent election of officers of Denver & Rio Grande Railway, Division No. 49, Bro. P. B. Gates of Lake City, Col., was elected Chairman of the Local Board of Adjustment for his dis-

trict by his brother telegraphers. He had scarcely gotten his bearings in his new position when he received notice that he had been appointed aide-de-camp to the Governor of the State. The Lake City Times says of the appointment:

"We have just learned that Mr. P. B. Gates has received notice from Denver informing him that he has been appointed A. D. C. to Governor Orman, with the rank of colonel. This is a compliment to Lake City and a well-deserved tribute to one of our leading citizens. As an efficient officer of the Denver & Rio Grande system, and by his well-directed and unselfish interest in all public affairs, Mr. Gates is rapidly becoming known as an influential quantity in this part of the State."

It is pleasing to see one of our oldest members so highly honored. The following letter indicates that it cannot all be attributed to luck:

LAKE CITY, COLO., Aug. 30, 1901.

Col. P. B. Gates, Lake City, Colo.—Dear Sir:

It being announced at the last meeting of Henson Miners' Union, No. 50, that you had been appointed by Governor Orman as a member of his staff, with the rank of colonel, the following resolutions were adopted by the Union:

WHEREAS, P. B. Gates is an esteemed and respected fellow-citizen, and ever outspoken and courageous in the interest of right and justice, and fully worthy of the honor conferred upon him, be it

Resolved, That Henson Miners' Union, No. 50, extend to Governor Orman their thanks, and

Resolved, That we extend our congratulations and good wishes to Col. P. B. Gates, and

Resolved, That the Secretary is hereby instructed to mail one copy of these resolutions to Hon. James B. Orman, one copy to Col. P. B. Gates and one copy to the Denver papers. Yours truly,

FRED MILLER,

Secretary-Treasurer Henson Miners' Union.
No. 50.

Editorial Notes

The mailing list will be revised during convention week and only those who are up-to-date will get the November number and the convention supplement. *Verbum sat sapienti.*

When this issue of THE RAILROAD TELEGRAPHER is being mailed to members and subscribers, the thirteenth regular and third biennial session of the Grand Division will be in full blast at St. Louis.

If the question were asked, "What is the most potent influence bearing upon the reformation of society from the wage-earner's standpoint?" we would answer, Public Schools, Books and Unionism.

The Davis Sewing Machine Co., and the Computing Scale Co., of Dayton, O., have been placed upon the unfair list of the International Association of Allied Metal Mechanics, and also that of the American Federation of Labor.

Writing letters on a machine and failing to put the signature to them is getting to be a very prevalent error. To contract a habit of putting the writer's initials somewhere on the sheet would furnish a clew for the unlucky addressee.

It is amusing to note the mix-up in the newspaper writers' minds as to the difference between nihilism, anarchy, socialism, communism, etc. They evidently think that if they are not one and the same thing, that they are very closely allied.

A large number of representatives to the biennial session of the Grand Division have indicated that they could not attend because they could not get relief. Activity in railroad business in the month of Octo-

ber all over the country indicates that a change in the time of the meeting of the Grand Division is necessary.

The Hood Rubber Co., of Boston, Mass., are having a time with organized labor. They say a boycott will only serve to advertise their goods. The brands of this firm on boots, shoes and arctics are "Old Colony Rubber Co." and "Hood Rubber Co.," and they are on the unfair list.

The "Ups and Downs of the Stock Market," by Harold B. Stover, is a 25-cent book calculated to put the tender lamb in touch with the real situation anent stock speculations and thereby save his wool. The author is an old-time telegrapher—and was once a member of the Order—whose health has declined and who is now making his living by the sale of the book. Those interested can communicate with him at Bellefontaine, Ohio.

Jose Gros, the noted economic writer, in a letter to the Editor, says: "The vandalic act of September 6, so sadly finished on the 14th, is a national calamity and a cause of grief to all good citizens, particularly those who work in earnest for a better civilization. To them the act of the assassin is far more dreadful, because it increases the obstacles in the pathway of true progress. Oh, when will humanity be in peace with God?"

Little is thought and less is known by the average man concerning the lives and aims of the 400,000 men and boys who delve under the surface of the earth in places of darkness and danger, where hardly a day goes by without recording the death by falls of rock, coal or slate of more than one unfortunate miner. An article on this subject at once impartial and vitally interesting is

contributed to the *Cosmopolitan* for October, by John Mitchell, president of the United Mine Workers of America, whom every one recalls as the man who organized the miners and carried through to a successful termination the great anthracite strike of 1900.

Inquiry as to the origin of the signal "OS" has developed the following: Bro. G. V. Copeland, of Blocher, Ind., suggests that it is a telegraphic abbreviation of the sheriff's cry, "Oyez" or "Oh, yes," for opening a session of court. Bro. W. M. White, of Memphis, Tenn., holds to the same opinion. So does Bro. H. W. Bowen, of Ronkonkoma, N. Y. Bro. A. C. Petty, of Stella, Neb., thinks it stands for "On sheet," as the letters are the first in each word and the "OS" is always recorded on the train sheet. Next!

Brief mention was made last month in regard to the strike of the trackmen on the Canadian Pacific Railway being called off. Later information discloses the fact that the trackmen gained very valuable concessions and advantages as a reward for their efforts. The terms of settlement provide that all men who quit work, who have not been guilty of violence, and who present themselves at once for employment, shall be reinstated in the positions and dwellings they were in prior to the date of the commencement of the strike on the 17th day of June last. At the expiration of six months from August 30, 1901, the men will be at liberty to meet the management and make a general revision of their wage schedule, terms of employment, etc.

They gained a substantial increase in pay, secured extra pay for overtime, neces-

sary expenses for permanent men when absent from home doing extra work, reduced rates for boarding house supplies, pass privileges, and in addition thereto men who are discriminated against, or unjustly dealt with by their immediate superiors, may appeal for redress to the highest officials of the road, if they desire to do so.

Experts are now figuring out the cost of the recent steel workers' strike to the United States Steel Company and also to the strikers. Working people know without expert assistance that the strikers simply did not sell their labor, and as they gave nothing, they rightfully received nothing. What they might have earned is another consideration that should be followed up with an investigation as to what working people could achieve by looking more closely after their own interests and not allow themselves to be worsted by the wage or any other system. This line of inquiry would fill the brightest expert with astonishment. He would have cause to think that figures, for once, had lied.

On an estimate that fifty thousand men have been idle for over two months, the experts will show that the workers could have earned \$10,000,000 in that time, if they had cared to do so. The value of the things they could have produced for their employers in that time the experts will never show, because it bears on that very tender subject, *i. e.*, the cost of production, information that steel manufacturers are very particular shall not become public property. By the action of the men the steel corporation lost the profit on a good many sales, but as Kipling says, "The experience was very cheap at the price."



PERSONAL MENTION

BORN.—To Bro. and Mrs. A. Violet, of Villa Ridge, Ill., September 1, a fine O. R. T. girl.

BORN.—To Bro. and Mrs. W. H. Cottrelle, of Tallahassee, Fla., September 12, a fine O. R. T. boy.

BORN.—To Bro. and Mrs. Geo. H. Meyerman, of Cincinnati, O., August 6, a fine little girl. All doing nicely.

BORN.—A fine, bright baby boy, to Bro. and Mrs. W. H. Haas, of Division No. 4, on Wednesday last, September 25.

BORN.—To Bro. and Mrs. E. A. Oliver, of Dequincey, La., September 15, a fine nine-pound O. R. T. boy. Bro. Oliver is night operator for the K. C. S. Ry. at that place.

BORN.—To Bro. and Mrs. H. C. Aumiller, of Limeville, Ky., September 25, a fine O. R. T. girl. When last seen Bro. Aumiller was all smiles and promised to send out the cigars.

BORN. — A bouncing, bright, O. R. T. baby boy, to Bro. and Mrs. G. F. Good, the last week in September. Mother and baby doing well. Bro. Good is a member of Division No. 30.

MARRIED.—Bro. William H. Hunt and Miss Kitty Shaw were united in marriage by the Rev. C. L. Browning at Vinita, I. T., recently. Bro. Hunt was formerly employed upon the Santa Fe, where he is well and favorably known. His bride is a Fort Worth favorite. The telegraphers extend hearty congratulations and wish the happy pair long life and prosperity.

WANTED.—Present address of George Edwards. Last heard of at Richmond, Va.

J. A. STRIKER,
Lincoln Park, N. Y.

WANTED.—To know present whereabouts of J. T. Cantrell; have small, red leather grip, with clothes, receipts, etc., in baggage

room; no accrued storage. Will check to him when whereabouts are learned. Write

G. S. & T. PERHAM,
St. Louis, Cert. 1254, Div. 23.

WANTED.—Present address of Mr. E. T. Frost. Last heard of on the San Antonio & Aransas Pass Railway.

S. E. DUSENBURY,
Barnesville, Ga.

Any one knowing the whereabouts of R. J. Bick will confer a favor by advising me. Last heard from he was in the Indian Territory. Address F. J. BICK, 3829 Windsor place, St. Louis, Mo.

WANTED.—Present address of Mr. Grant Hix, a telegrapher. Anyone knowing his present whereabouts will confer a great favor by advising H. M. PALMER, 517 Carlisle St., Saginaw, Mich.

WANTED.—Present address of G. H. Grable, last heard from at Palmyra Junction, Mo., on H. & St. J. Ry. George, if you see this, write. LOU H. RAMEY, Care Iron Mountain Telegraph Office, Poplar Bluff, Mo.

WANTED.—Present address of Dell W. Johnson, formerly chief clerk superintendent's office, Cotton Belt, at Jonesboro, Ark., and later timekeeper for the K. C. S. Ry. at Texarkana. Dell, if you see this, write. Mother is sick and anxious to hear from you.

GEO. E. JOHNSON,
Grannis, Ark.

WANTED. — Present address or any information concerning George J. Rogers. He is supposed to have gone to South Africa. His brother, J. P. Rogers, superintendent of the White Pass & Yukon Route, is anxious to know of his whereabouts. Any information will be thankfully received by Roger D. Pinneo, White Horse, Yukon Territory.

NOTICE.—"DE," write me at Grants, Oregon. LEE HARNED.



M. M. DOLPHIN
President.



J. A. NEWMAN,
Second Vice-President.



T. M. PIERSON,
First Vice-President.



D. CAMPBELL,
Third Vice-President.

Cleanings

Nature and human labor produce all property.

* * *

Manila is to have trolley lines. This is a surer way of killing the insurgents.

* * *

It is stated that yellow chestnut leaves are now used in manufacturing cigars.

* * *

A driver repulsed two highwaymen who tried to hold up a stage near Dover, N. H.

* * *

Every noble life leaves the fibre of it interwoven forever in the work of the world.—*Ruskin*.

* * *

Marine insurance companies figure their losses on the great lakes for this season at nearly \$1,400,000.

* * *

Work sweetens life, but the doctors say that too much sugar is not good for the human constitution.

* * *

In Paris, France, recently 1,000 seamstresses went out on a strike, in support of the striking tailors.

* * *

A New Jersey man stole part of a railroad bed without doing it via Wall street. Of course, he was arrested.

* * *

During 1900 the Iron Moulders' Union of North America paid its members in sick benefits alone the sum of \$102,935.

* * *

In the past two years the rebellion in Colombia has cost the government over \$200,000,000 and the sacrifice of 45,000 lives.

Although only 870 factory hands are killed by accident in the course of a year in England, the injured average 70,000.

* * *

Three officers of the Machinists' Union of Chicago, have been sued for \$1,000 damages by a concern in which a strike was ordered.

* * *

There are now nearly a thousand trades unions in Canada. Less than three years ago there were only about 400.—*Ontario Morning Post*.

* * *

In ruling paper the worker, using quill and ruler, seventy years ago, took 4,800 hours to do the work now done by machine in two and three-quarter hours.

* * *

The New York General Federated Union almost unanimously adopted a resolution debarring any man who is a member of the militia from a seat in that body.

* * *

When labor men, whose principal interest is political action, neglect to keep posted on the economic movement they make blunders in their views and statements.

* * *

The twenty-fourth quarterly report of the London Society of Compositors shows the society to be worth £76,965 1s. 2d. The membership of the organization is 11,243.

* * *

The Supreme Court of California has declared the referendum unconstitutional, which is equivalent to saying that the people have no right, and are too ignorant, to govern themselves. Only politicians and courts are fit to govern.

A movement is on foot among shoemakers, including workmen and employers, of Vienna, Austria, to forcibly resist the establishment of American shoe factories in that city.

* * *

The working class produces all of the wealth of the nation. It holds 80 per cent of the political power, yet it is cunningly controlled for the benefit of the capitalist class.

* * *

Estrada Palma, the leading candidate for president of Cuba, outlined a policy for the island which meets with popular approval. He urges close relations with the United States.

* * *

Virginia labor unions have adopted vigorous protests against the adoption by the Constitutional Convention of that State of a clause providing for a compulsory Arbitration Board.

* * *

When men come to learn that each human being born into this world is justly entitled to an equal share of God's earth and resources they will sue for their rights, and will get them.

* * *

The Journeymen Barbers have increased their membership about 40 per cent thus far this year. In seven large cities 7 p. m. is now the hour for closing and in one it has been reduced to 6 o'clock.

* * *

The boom in organization has even invaded the Indian Territory. At McAllister the Federal Labor Union got an increase of 25 cents per day, without any trouble. Other unions are being rapidly formed.

* * *

Holyoke, Mass., reports that the paper mill hands have gained concessions that they have been fighting for during the past twenty years, including shorter hours, Sunday night at home, and better wages.

* * *

The American Fruit Trust has acquired 300 square miles of the most fertile land in Cuba. It also controls warehouses and steamships and intends to drive California

fruit out of the Eastern cities. What about home industry now?

* * *

The only way possible to give all men their rights is for all to own and work the land and capital in common, and give each laborer an equal division of the products of his joint labor in proportion to the time of each man's service.

* * *

George P. Magrady, a Chicago photographer, claims to have discovered a perpetual light. It is produced by the unity of chemicals in a vacuum, but he declines to reveal what ingredients he uses. The light is white and without a flicker.

* * *

Because the silk weaver strikers' lawyer at Paterson, N. J., protested that his clients were unjustly treated by being arrested and fined upon the slightest occasion, the court fined him \$10, and stated that "scabs" would be protected at all hazards.

* * *

It is unlikely that there will be a general strike in the textile industry at this time, but there are some bitter local contests being waged, both in the South and in New England, and they may leave results that will later on force a big national strike.

* * *

Five hundred girls and women are employed in the foundries of Pittsburg, doing work for \$4 and \$5 per week for which men were formerly paid from \$14 to \$16 per week. They are principally employed in core-making and "snap" molding shops.

* * *

A Boston man has invented a machine which produces forty-eight loaves of bread in ten minutes, while under the old hand process it required four hours to produce thirty-nine loaves of bread from the same amount of flour. Thus labor displacing by machinery goes steadily forward.

* * *

The labor question in Japan, it is reported, is more generally agitated and approved by all classes interested in the production of the various kinds of manufactured goods and those brought forth from mines and the

farm. Unions are forming, and recently their charters in many of the larger towns and cities were filed.

* * *

"The meanest man we ever heard of," says an exchange, "was a fellow who lived in this township and wanted an education. So he sets to work and courted a school ma'm for about two years, and when she taught him all she knowed, he gave her the shake and went to practicing law."

* * *

Ruskin Colony, in Ware County, Ga., has ceased to exist, and that fact is now serving as a text for long and labored editorials in the daily press as demonstrating "the impracticability of socialism." They forget that a colony is only a primitive co-operative institution in disadvantageous surroundings.

* * *

A new method of sterilizing a city's water supply is being successfully operated in Russia. The plan is to sterilize the water by the introduction of ozonized air, and it is contended in its behalf that it destroys all the bacteria in the water and makes it at comparatively small cost absolutely safe for drinking purposes.

* * *

If Christ was to come on earth to-day He would find a whole lot of money-mad, grasping looters who belong to and constitute the self-styled upper classes, who have forgotten all about His teachings and who kneel to idols of gold and have nothing but curses for the children of poverty, made such by their grasping greed.—*Cigarmakers' Journal*.

* * *

United States Consul Mahin, stationed in Belgium, says it is reported in Brussels that an engineer named Tobiansky has discovered a method by which smoke can be turned into light. In operating his device, the inventor collects the smoke from any kind of a fire and forces it into a receiver. It is then saturated with hydrocarburet and a brilliant light results.

* * *

Newspaperdom says that a Waco (Tex.) traveling salesman has invented "an attachment to newspaper printing presses which

will print the names of subscribers on the upper outside margin, keeping up with the full speed of the best daily newspaper presses." If the story be true, the invention will mark another step in the rapid improvement of the printing press.

* * *

M. Provost, the French writer, has caused uproarious amusement among men of letters in Europe by upsetting the superstition attached to number thirteen. His latest book, "Les Treize Jours d'Annette," is made up of thirteen chapters, set up by thirteen compositors, sewed by thirteen stitchers, and was put on sale June 13, and has passed through thirteen editions.

* * *

A national organization of the tube workers of the United States is under contemplation. The promoters of the movement say that the organization will become a reality as soon as the different organizers can complete their plans. It is expected that the body will begin business with a membership of about 25,000. The organization will be after the plan of the Amalgamated Association.

* * *

At the international convention of the Knights of St. John, held in Cincinnati, a resolution was adopted requiring the label on the printing and other supplies of the order. We congratulate this fraternity on its progressiveness and friendship for organized labor. The use of the label on its printing and supplies will give the order prestige and strength among the laboring men of the country.

* * *

The striking papermakers of Holyoke, Mass., to the number of 3,000, have returned to work. The difficulty was settled by a compromise agreement, the terms of which make a week's work for a tour-worker not more than sixty-six hours. The manufacturers reserve the right to operate their plants 144 hours per week, but must pay overtime when any tour-worker is required to work more than sixty-six hours.

* * *

A bonus system has been inaugurated by the Westinghouse Electric and Manufactur-

ing Company at its plant in East Pittsburg. The bonus is based on the net earnings of the company and its distribution is among the assistant superintendents, general foremen and sub-foremen, and is paid quarterly in addition to their salaries. If the system is a success it will be extended by the company to take in all skilled workmen of the plant.

* * *

The well-wisher of all classes often wonders when men will learn to respect that most significant of American mottoes, "Live and let live!" If "trusts" must be, as some disinterested thinkers assert, why cannot a money trust and a labor trust live side by side? If it is well to combine capital, in order to get the best results from it, why is it not equally well to combine labor, in order to get the best results from it? Why is the goose any better than the gander?—*Boston Globe.*

* * *

An order has been issued by the Lehigh Valley Coal Company instructing all firemen, engineers, fire bosses, blacksmiths, carpenters and driver bosses to pay in full their dues in the labor organizations of which they are members and resign at once. The order also says these withdrawal cards will be collected not later than October 17, and any employe not having one will be discharged. The officials of the company, while not admitting that an order has been issued, say the men are expected to resign from their organizations.

* * *

That there is no love like a mother's love has again been plainly demonstrated by Mrs. George Latchem of Ottawa. While playing in the back yard her 1-year-old child fell into the cistern. The mother let herself down through a trapdoor and dropped into the water, which happily was only three feet deep. The child had gone to the bottom and the mother grappled in the dark, finding the infant, and turning it on its face, soon brought it to life. Neighbors let

down a ladder and the happy mother climbed out, with her darling none the worse for the awful plunge.

* * *

In New South Wales, the oldest of the Australian colonies, general elections have recently been held. No party there terms itself "Conservative," the names in use being "Liberal," "Progressive" and "Labor." The Progressive ministry was supported by the Labor party, and where Labor candidates were put in the field, no Progressive candidates were nominated. There were some forty Liberals elected, forty Progressives, twenty-five Labor and eighteen Independents. The Labor men appear to hold the balance of power.

* * *

A rumor having arisen in Italy of an intended strike of engine drivers and firemen, the government induced the King to sign a decree placing all railway employes under military discipline. The date of the decree was left blank, so that it could be filled in whenever a strike should be declared. This is the Italian method of "government by injunction." It was used in 1898 when the Socialists proposed to call out the railway men in order to interfere with the movement of the troops. It is considered a rather severe method for an ultra-liberal government, which Italy professes to have.

* * *

A resident of Sweden, Count K. A. Posse, according to a report of Consul Nelson at Bergen, Norway, has invented a boat-stopping apparatus which will prevent collisions and facilitate the maneuvering of large vessels. The new apparatus consists of shutters applied on the starboard and port sides, about one-fourth of a boat length from the stern. These can be opened and shut by means of a lever applied on the deck. Experiments showed that when the launch was going at full speed it could be stopped in fifteen seconds at half a boat length by reversing and extending the shutters.



MISCELLANY

A HOLD-UP ON THE DIVIDE.

A TRUE STORY.

I WAS in Montana—that State that is so big in everything, including its lawlessness and every other form of wickedness. The particular location was Elk Park, a little hamlet in the midst of the Rockies near the Continental Divide. The time was 8 p. m.; the evening was chilly, so all respectable people were at home keeping warm. The scene of the hold-up was the railway station, where the train for Butte was due in about an hour's time. That particular station had only been opened that day after having been closed for two years, and the newly appointed agent was plying the traveling auditor with questions as to the manner of making reports to headquarters. The conversation, however, had not been entirely devoted to Montana Central Ry. business, but had been of a miscellaneous character, for there had been stories of adventures in the mountains—narratives about hunters being lost, of would-be sportsmen starting out after deer and on seeing a cinnamon bear or mountain lion, concluding they did not want any deer that day, and that there was "no place like home," which belief they gave an immediate practical turn to. There had been reference to murders and the agent said he had talked with people who existed, he did not know how, but who were living (in dug-outs) on the mountain sides, whose names and fame must be in the safe-keeping of the police authorities "back East." The recent hold-up of the Great Northern "flyer" near Wagner had been thrashed out all over again, and opinions expressed and theories advanced, which the Pinkerton Agency is

the poorer for not knowing. The conversation was rapidly drifting to ghost stories, when, about half past 8, the office door was pushed open and in walked, in the flesh, two rough looking men, with unkempt garments and locks. They wanted to get to Butte, which was a "butteful" story. There had also been hanging around the depot



H. B. PERHAM,
Grand Secretary and Treasurer.

nearly all that day two "hoboes," who had also been wanting to get somewhere. The two intruders claimed they were fishers, and had just finished a 21-mile walk through the canyon. They, however, had no evidence about them that they were devotees of the "gentle art," and if it was fish they were carrying in the sugar sack they must have dynamited them to secure them. On learning that the Butte train,

which was about due, did not stop at that station, they gave vent to language and



L. A. TANQUARY.
Chairman Board of Directors.

expressions which shocked the modest ears of the agent and traveling auditor. After that the men left. On the railroad men being left to themselves they had a new theme for conversation, and who and what were these recent visitors afforded food for speculation. The conversation after a time lagged and then ceased. The traveling auditor became busy at the telegraph table inditing a "kick" to the general auditor at St. Paul about some grievance or other, and the agent was busy examining some report blanks and seemed wearying for the time to come when he could give thereon a specimen of his caligraphy and evidence of his inaccuracy, when, bang! a missile just missed the agent and struck the stove. Two anxious and fearsome faces turned towards the back window through which the shot had been fired, and seconds seemed centuries. The traveling auditor expected his turn next, and as he was built after a more liberal design than the agent, he expected that the bullet intended for him would find its "billet." Seconds still seemed centuries, and after two or three centuries elapsed and the lightning did not strike the T. A. as he expected, he jumped up and darted into the side room, which was in darkness. He was followed by the agent. This was a foxy move and spoke well for the ability

of the railroad men to meet an emergency. Without being seen they could take in what was going on outside. Nevertheless, although the moon was shining brightly, it was a "dark lookout" for the agent and T. A., for it was two unarmed men against four with weapons. The railroad men were not altogether unarmed, either, for the T. A. had in his grip some accounting problems which would have put to rout a thousand "hoboes" could they be induced to give their attention to the said problems, and the agent felt satisfied if he could distribute his report blanks among the assailants and get them to give the documents attention that he could soon be victor of the field.

But the Montana hold-up man will not admit the only weapons the railroad men had as being admissible in modern warfare. So our friends were defenseless. It was two men against four, I will repeat, and the sport was of the royal kind—for what is so exciting or noble as a man-hunt? A hurried consultation was held by the besieged and then a "tip-toe" advance made to the window, followed by a cautious peering out of same. The moon was showering down her silver beams (for this is a silver country) on the peaceful surroundings, while the coyotes up the mountain side claimed attention from the musically inclined ear, but the railroad men laid low; and there they decided to carry the war into "Africa" and investigate the outrage that had been committed. There was a dash through the lighted office and a hurried exit into the open night. Now followed a flank movement to the rear of the premises, the heroes of our tale going in different directions. Still nothing was discovered. Then they cautiously approached the rear of the station building, still expectant, but were again disappointed as to results. They were not to be put off the scent, so they surrounded the little structure with the one door to it, where they got onto a scent which they did not care to follow up. They were non-plussed, and having decided that they had cleared the neighborhood of the enemy, they re-entered the office, a large interrogation mark being visible on their countenances. Here was a mystery of mysteries.

The agent commenced prating about a "spent bullet" some hunter across the valley having fired at something, and having missed it, the bullet had nearly struck him. The traveling auditor, not being the man fired at, was not of the opinion, as no hole in the back window was discovered; that "something" had come through the roof, and had nearly reached the conclusion that a meteorite had fallen, when it was decided to hunt for the bullet.

The only result of the search was the finding of a bottle, without a cork, and overflowing. The agent's married sister at dinner time had given him a bottle of liquid yeast to send to another married sister living at Woodville, which had been forgotten to be put on the train. The yeast, in its might, had arisen to the occasion and with a loud report had expelled the cork and spilled most of itself over the floor. The cork glanced off the frame of the doorway, near where it was standing, and struck the stove!

A few minutes after this discovery the T. A. crawled aboard No. 24 and a few minutes later climbed into upper 4. Next morning he appeared among his acquaintances in Havre with a whole skin and beaming countenance, and said nothing about his having been held up the night before on the Continental Divide by a bottle of liquid yeast.

BART.

SIDETRACKED.

FREIGHT train No. 306 rolled into Leesburg ten minutes late, and the conductor, Jim Bedford, strolled into the depot to sign his name to the train-book and receive his orders. He glanced at the piece of yellow, flimsy paper the operator handed him, and read instructions from the train dispatcher to hand No. 306, his train, over to Leary, and for himself to wait at Leesburg for orders. Leary was standing outside of the station on the depot platform studying the order he had received to take Bedford's train out of Leesburg, says the *Chicago Tribune*.

"What's the matter with 'The Bug' this morning?" asked Mr. Leary, solicitously. "Funny thing sidetracking you here."

"No telling what 'The Bug' is liable to do," answered Bedford. "I'm glad he didn't tell me to take poison or run the train into the river. Great 'Bug,' that."

"The Bug" was the poetical name given by the trainmen on the I. K. & J. W. to Joplin, the chief train dispatcher of that division. He had originally been dubbed "The Bughouse," for the reason that it was generally believed along the line that Mr. Joplin's proper place was behind the bars in some State institution dedicated to the tender, fostering care of people with impaired intellect. Later the name had been shortened to simply "The Bug."

"I don't understand this thing at all," said Bedford. "But I suppose he wants to put me on 674 this afternoon, and have me take it back to Rantoul. Well, I'll get a good rest, anyhow, and I need sleep like everything."

Bedford hunted up the only hotel in the place, after leaving instructions with the operator where he was to be found. An hour before time for No. 674 to pull in he was up and dressed, and after a lonesome



A. O. SINKS,
Secretary Board of Directors.

lunch in the hotel went over to the station to await the expected order. But none

came; No. 674 pulled in, and the conductor, Martin, received two orders from the dispatcher, but there was nothing for Bedford.



F. J. REYNOLDS,
Member Board of Directors.

"Nice place this," called out Martin from the top of the caboose as it went slowly bumping along at the end of the train. "Going to stay long, Jimmy?" Bedford merely swore softly, and moved off to a shady place across the track where he could sit down and think it over.

What was "The Bug" going to do with him? Was he held at Leesburg for some special duty, and if so, what could it be? There was only one more freight train that day, and it was hardly to be expected that he was going to be put in charge. He sat around and studied the situation all the afternoon, and finally decided that he was to be ordered to go in on the passenger train to report at the end of the division to the Superintendent. He couldn't imagine why he should be called in after that fashion. He was not in trouble that he knew of, although a man could never tell whether he was in trouble or out of it as long as "The Bug" was in a position of authority.

But the passenger train pulled in and out again, and still Bedford had received no orders. He hung about the station all the evening, but finally gave it up and went over to the hotel to sleep. He was down at the

depot bright and early the next morning, and told his troubles to Kane, who came in on No. 893.

"Funniest thing I ever heard of," said Kane. "I should think if he wanted to fire you that he would find the ordinary way about as good as any. Why don't you wire and find out?"

"Wire nothing," answered Bedford. "Only last week I wired 'The Bug,' and asked him if I should do so and so, and you ought to have seen the roast I got. Told me I was to obey the orders I received to the letter, and not bother asking him questions. Declared he would let me go on the instant that I wired him again asking what I should do. He said he was the man who was to tell me what I should do, and that he would tell me without any suggestions on my part. He also said that he would fire me at any station I happened to be, the instant I made another insinuation that he did not know enough to handle trainmen and give them proper orders. Oh, I sha'n't bother him to explain this order. He told me to stay here in Leesburg until further orders, and here I stick."

Kane thought it all over, marveled exceedingly at the marooning of his friend, Mr. Bedford, and returned to his train.



R. O. LANDRESS,
Representative H. & T. C. Ry. System,
Division No. 57.

The word had gradually spread among the trainmen that Bedford was hung up in

Leesburg, and every train crew that passed through the town had considerable to say



T. W. BARRON,
Member Board of Directors.

on the subject, but Bedford treated all their remarks with a supreme indifference. At the terminal no one dared to speak to "The Bug" about Bedford and besides all the trainmen began to have a quiet notion that "The Bug" had blundered, and after giving Bedford the order to wait in Leesburg, had forgotten all about it. The trainmen resolved not to speak Bedford's name at the terminal, and do nothing to remind "The Bug" of the lonely James waiting patiently on the platform of Leesburg.

Two more days passed away and Jim Bedford still remained at Leesburg. He had grown to be a great object of interest to the villagers by this time. They wondered what a real live conductor could do hanging around Leesburg day after day, and apparently having nothing to do but sit under a shade tree across the tracks and watch the trains go through.

James grew tired of the monotony of the station platform and the tree and began spending more of his time down town. In three days more he knew the name of every man, woman and child in Leesburg. He attended the revival services at the Methodist

church at night, and because he had a strong bass voice was asked to sing in the choir and accepted the offer, and at every meeting he was to be found in his place, seated in his chair near the organ. He went to a barn-raising a half-mile from town, and worked with might and main all one day to put up the framework of Hi Hollister's new barn.

There was a fire in town one night and Jim was the first man on the spot, and after organizing a bucket brigade to fight the fire, climbed up a ladder and rescued old Mrs. Thompkins from being suffocated. Through his efforts the town was saved from a conflagration that might have wiped out the whole of the town of Leesburg. So at a mass meeting of citizens the next day, Bedford was presented with a gold watch as big as a biscuit, and with a detailed account of his heroism engraved in the case.

Another week passed by. Jim in the meantime had repaired the engine in Kaiser's flour mill, and cured old man Johnson of the rheumatism. He played the fiddle at a dance at Cyrus Hunter's and Rev.



C. E. LAYMAN,
Member Board of Directors.

Nathaniel Boggies being ill from the effects of the protracted meeting, Jim preached the

funeral for old Si Hannerkin, one of the old settlers of Towers Township.



D. G. RAMSAY,
Past President.

It was a beautiful sermon, too, in its way. Jim said that Mr. Si Hannerkin had always done his duty and run right on time, and that he always stood where his superintendent, Providence, had placed him, and that he always kept a full head of steam on, and had run straight and true all his life. The *Towers County Review* that week said it was the finest funeral sermon that had ever been heard in Leesburg.

The next week Jim taught the school for two days while the teacher took a vacation trip home. He also mixed the paint and directed the work of painting the engine house. He had become quite accustomed to life in Leesburg, and was considering an offer of the miller to take him into partnership.

One day "The Bug" was talking to one of the telegraphers in the division superintendent's office at the terminal.

"What ever became of that man Bedford?" asked "The Bug." "Got mad suddenly and quit without a word, didn't he?"

"No," said the operator. "Jim wouldn't do that. He was too sensible a fellow to do a crazy thing like that."

"Well, he's not here, any more," snapped "The Bug." "I didn't discharge him. He must have quit of his own accord."

"How do you know he quit?" asked the telegraph operator.

"'Cause he ain't here," said "The Bug."

"When did he quit?" asked the operator.

"I don't know," snapped "The Bug."

He started an inquiry to find out when and where Bedford had quit the road. One of the clerks, after a long hunt, came in and showed "The Bug" the copy of a message.

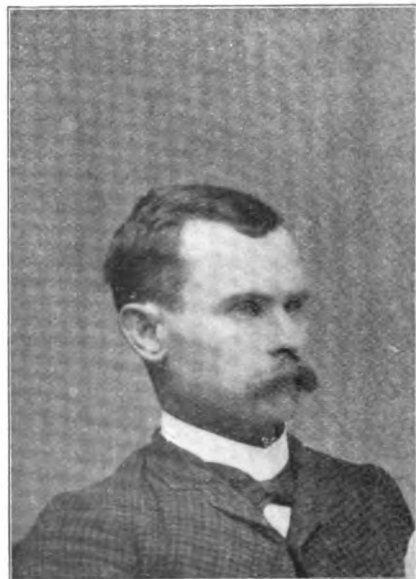
"Here's the last record we have of Bedford, sir," said the clerk.

"The Bug" read the order. It was to Bedford, conductor train No. 306, and was to the effect that Leary was to bring train No. 306 from Leesburg, and that Bedford, conductor, was to wait there for orders."

A cold sweat began to break out on "The Bug's" forehead.

"Is that the last train order in regard to Bedford?" he asked in a low, halting voice. The clerk said it was.

"The Bug" turned to the operator and asked him to call up Leesburg, and ask



A. D. THURSTON,
Past President.

where Bedford was. The answer came back in an instant:

"Sitting under a tree across the track waiting for orders."



J. H. WHITED,
Representative Southern Pacific System,
Division No. 53.

Bedford left Leesburg that night on the first train. All the citizens were there to bid him good-bye, and the choir of the church sang "Till We Meet Again," and made it doubly effective by breaking down and weeping. The parting would have been much harder had not Bedford assured the gathering that he would be back again the next day on top of the caboose of train No. 306.

And he was. "The Bug" never showed by the slightest sign that anything unusual had happened, and Bedford received half pay for the three weeks he had been waiting.

"I'm sorry 'The Bug' woke up and asked after me," said Conductor Bedford to the head brakeman the next day as his train rumbled out of Leesburg. "I would have owned that town in two months more, and been drawing pay as a conductor at the same time. 'The Bug' is a great institution."

PAUL CORCORAN PARDONED.

EVERY union man in the country, and especially the miners of the West, hails with joy the announcement of Brother Paul Corcoran's release from the Idaho penitentiary, where he has been con-

finied for over two years. Pardon was granted August 15th.

Application for the pardon, with petitions signed by eight of the jurors, and nearly six thousand of the residents of Idaho, was presented to the Board, July 5, 1901. Attorney A. A. Frazer, of Boise, on behalf of Corcoran, defined the conditions existing and leading up to the arrest and conviction, laying great stress on the method of selecting the jury, and the evident bias and prejudice of Judge Stewart, the presiding judge who was brought from the southern part of the State to try the cases of the men at that time incarcerated in the Bull-Pen. In the selection the prosecutors were not disappointed, as evinced by the fact that this innocent man was railroaded to the penitentiary. A more outrageous travesty on justice was never perpetrated in the United States.

Corcoran was convicted of shooting a man named Cheyne, although he was nineteen miles away from the place when Cheyne was shot. This fact was established during the trial, and admitted by the prosecution. The truth of the matter is, he was guilty of no other offense than having been an active, earnest worker in the Burke Miners' Union, No. 10, W. F. M. Well known



L. W. QUICK,
Representative St. Louis Division No. 2.

in the community as an honest, upright citizen, exemplary husband and father, but

his connection with the Miners' Union in an official capacity was sufficient to con-



W. J. BURKE,
Representative H. & T. C. Ry. System,
Division No. 57.

demn, in the mind of the iniquitous court before which he was tried. This judge, in our opinion, would disgrace the judiciary of any country. He now admits the man he sentenced to seven years in the penitentiary was not the one who should have been punished.

Brother Corcoran spent two long, long years behind the bars suffering for a crime he never committed. During all this time the W. F. M. has been indefatigable in its efforts to secure his release. Much praise is due to Brothers Heney and Kelly, members of the last Idaho legislature, for their exertions on behalf of their friend and brother. Brother Heney has devoted almost all his time since the adjournment of the legislature to circulating the petition. The petition from the Cœur d'Alene district, Shoshone county, alone contained 2,431 names; other petitions were circulated and presented from all parts of the State, resulting in the decision of the Board, Governor Hunt and Secretary of State Basset for the pardon, Attorney-General Frank Martin, an ally and friend of the

much despised ex-Governor Steunenberg, dissenting.

Brother Corcoran is quoted as saying, when told the good news, "Well, I thank God, I can now go home to my wife and babies, and I guess the boys at the mines will be glad to see me, too." Paul spent his last night in Boise as the guest of United States Senator Heitfeld. Any evening now, I venture to say, if you could look in the door of a little cottage in northern Idaho, you would see an ideal family, Brother Corcoran, his loving wife, and their little children clustered around his knee.

The poor, oppressed, honest man
Had never, sure, been born
Had there not been some recompense
To comfort those that mourn!

—*Miners' Magazine.*

WHY WORKMEN DO NOT ACQUIRE WEALTH.

HERE are many people who can remember the first half of the last century, when wages in this country were less than one-half what they are now,



Z. L. DEAN,
Representative Canadian Pacific System,
Division No. 7.

but few, we think, realize the difference which appears wherever the schedules of

the forties and the nineties are set side by side.



LUMAN STEVENS,
Representative St. Louis & San Francisco
System, Division No. 32.

It was a Frenchman, with a genius for statistics, who several years ago collected the wage figures of 100 establishments in twenty-two different industries in the United States for a period of forty years; that is from 1850 to 1890, tabulating in the last year the wages of 4,700,000 employees. He found that the average annual earnings of each man were \$247 in 1850, \$335 in 1860, \$375 in 1870, and only \$346 in 1880. By 1890 the average had risen to \$484. The figures for 1900 are expected to show a much more favorable condition for the American workman.

With these in view the question is raised for discussion why skilled workmen do not acquire a competency much faster than they do. In the first place, the figures given are for New York, and living in New York is more expensive than in any other American city east of the Mississippi.


In the next, the cost of living as prosperous people live anywhere in this country has been constantly increasing for forty years, reckoning upon a gold basis.

And thirdly, the skilled workman who earns high wages has lifted himself and his family far above the standard of living that prevailed before the war, even among the well-to-do.

That he spends much money which he might save without being niggardly or mean is probably true, but unless he is niggardly and mean he cannot live as his father and grandfather did, because what were luxuries in 1850 are necessities now among all classes.

This is certainly not to be regretted, for free spending, wisely directed, means good living and good business. It is the free spender who keeps the wheels of industry moving and qualifies himself and his family to be large earners.—*Mirror, Manchester, N. H.*

A BRITISH PACIFIC CABLE.

 A CONSULAR report says that a surveying party has located the landing site of the British Pacific telegraph cable (which is to connect the Dominion of Canada with the Australian Confederation)



A. K. GERRY,
Representative Elizabeth, N. J.,
Division No. 74.

on Kelp Bay, near Banfield Creek, seven miles from the entrance to Barclay Sound, and something over 100 miles from Victoria.

The location is described as admirably adapted for the purpose—a good harbor, twelve fathoms of water close to the shore, so that vessels of 10,000 tons can find safe anchorage. The harbor is landlocked, and has a bottom of ooze that it is said will furnish good protection for the wire.

Work has already begun in England on the cable. It is to be 5,834.5 miles in length, the longest yet constructed, and will be

those engaged in the work believe this great enterprise, which will cost \$10,000,000, will be completed at the date promised.

110 MILES AN HOUR.

HERE is now before a committee of the House of Commons, in London, a bill, which has already passed the House of Lords, providing for a new thing in railroads.

The style of railroad contemplated by the bill was exhibited at Brussels in 1897. The cars on it ran eighty-three miles an hour under favorable conditions. Its essential features are that one rail alone is used to carry the cars, and that the latter are hung from the rail instead of running over it. The motive power is electricity, and the combination is expected to give speeds practically double the best now attained on the first-class steam railroads of the world.

Electricity is to drive four 200-horse-power motors in each car. An elaborate system of guard rails, brakes, and signals is to be supplied for safety. The cars are to be cigar shaped, so as to encounter as little resistance as possible from the air. These cars are expected to attain a speed of 110 miles an hour in regular running. The distance between Liverpool and Manchester will be covered in twenty minutes, and trains will be run every nineteen minutes. There will be no stops, no switches, and none of the usual complications that tend to make travel slow and dangerous. The cost is to be about \$14,000,000.

A PECULIAR PLACE.

Chatham Island, lying off the coast of New Zealand, in the South Pacific Ocean, is peculiarly situated, as it is one of the habitable points of the globe where the day of the week changes. It is just in line of demarcation between dates. There at high 12 Sunday, noon ceases and instantly Monday meridian begins. Sunday comes into a man's house on the east side and becomes Monday by the time it passes out of the western door. A man sits down to his noonday dinner on Sunday, and it is Monday noon before he finishes it. There Saturday is Sunday, and Sunday is Monday and Monday becomes suddenly transferred into Tuesday, and so on through the week.



R. E. ALLISON,
Representative Ottawa, Ont., Division No. 15.

transported and laid in one ship, which is now being specially built for the purpose. The cable will run from Vancouver Island to Fanning Island, a distance of 3,337 miles, before a landing is effected; thence to the Fiji Islands, thence to Norfolk Island, and thence to Queensland.

The first installment of cable, including the sections from Queensland to Norfolk, Fiji, and Fanning Island, is expected to leave England in January, 1902. The second and longest portion is to leave in August, 1902, come direct to Vancouver Island, and be laid from Barclay Sound to Fanning Island.

According to the contract, the whole cable is to be laid and working by January 1, 1903. Unforeseen disaster excepted,

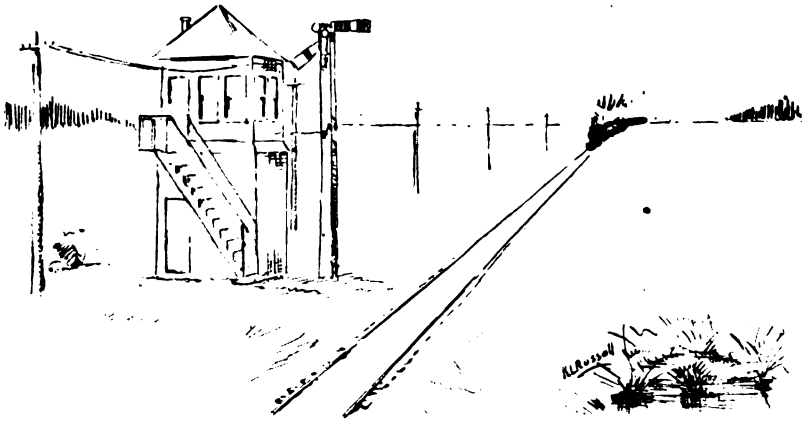
"OUR BOY."

HE had hopped clods, shucked corn, dug "pertaters," stirred off syrup, and a hundred and one other things about the farm, and it remained only for the sheaf-gathering time in harvest to decide his success as a farmer. He had picked up the last sheaf, or rather attempted to do so, for that "tired feeling" caused the sheaf to drag him down, and there he sat in no mood for singing, "We Shall Come Rejoicing, Bringing in the Sheaves."

"Our Boy" was approaching sixteen, and after six months of college life, he decided to get down to work in order to earn some money. He had heard from his country

there." His heart fluttered, his knees shook, and mighty visions crowded his thoughts as he stood waiting for No. 1. Reaching his destination, the first thing he encountered was a message sent by a swift operator at the other end of the line. Oh, dear! how his heart did ache when the swift operator said: "Get out you ham!" for "Our Boy" knew his comrade heard that on the wire, and would tell all of the folks around home about his being called a "ham" when he did not deserve it.

He was at his first night job now. Everything went smoothly until the third night, when the novelty wore off, and nature asserted herself. He battled hard to stay



THE LONELY BLOCK TOWER.

neighbors that big salaries (?) were given telegraph operators, and that they were soon promoted to be superintendents. With these lofty ideas, "Our Boy" determined to be a telegraph operator too.

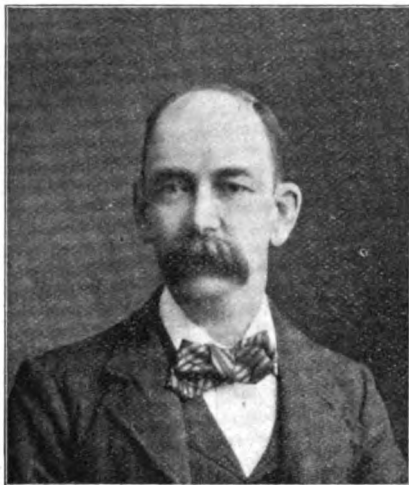
The prospective operator found he could learn to "telegraph" if he'd pay the station agent and operator at the country way station \$100, take care of switch lamps, build fires, sweep out, and help any place the "Ham Professor" said, Associated with him now was another "prospective superintendent, general manager, etc.," learning to "telegraft."

"Our Boy" and his associate were now full-fledged "Hams." One day "Our Boy" received the following telegram from the chief train dispatcher, addressed to him: "Go to — on No. 1 and report for duty

awake; he first used cold water from a near-by spring to wash his sleepy eyes, then he walked up and down the track until sleep would overtake him there, and he would feel as if he were walking up-hill. Finally unable to stand the temptation any longer, he said to himself, "I'll just lie down on the bench and see how it feels to close the eyes." He was then "In the hay."

"Wake up," shouted a voice, and he felt a heavy hand on his shoulder. "What are you stopping this train for? Don't you know you will be fired?" He fairly shot through the roof in his attempt to get up quickly, and the conductor had to hold him from jumping out of the tower, for he had just been dreaming how a train was about to plow through the tower, and he was trying to get away.

After working eight months as extra relief operator "Our Boy" got his first reg-



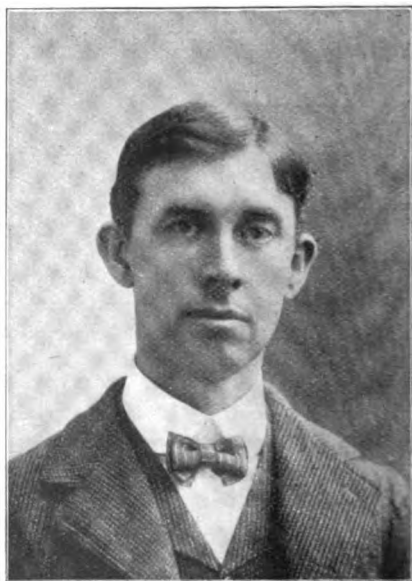
J. MORRISON,
Representative Canadian Pacific System,
Division No. 7.

ular night job at a small station where there was a water tank. One night about midnight when all ghosts get in their work, the telegraph instrument had ceased to click, and there was not a sound to break the death-like stillness save the familiar hum of the telegraph wires and the distant hoot of an owl, "Our Boy" sat with feet cocked up on the table thinking of his past and future, for he began to realize that an operator's life was not what it was "cracked" up to be.

Suddenly he heard a song. It came, as near as he could tell, from the relay on one of the wires. The more he thought of the impracticability of this song coming through the wire the more he turned pale, and the hair on his head became as ten-penny nails and caused his hat to wobble around as though it were mounted on so many steel wires. The song stopped and "Ro," "Ro," "An," came clicking on the instrument. He mustered up courage to answer. The operator there asked him "Dd 'u h'r t't song on 21?" Our Boy said, "Es, and I tho't my time h'd come."

Finally the operator at Grand Falls explained the whole mystery by stating that

he had connected the ear trumpet of his "fone" in circuit with the line. While here "Our Boy" tasted the grim realities of an operator's life. There had been some traveling men in town on their annual trip to sell goods to the country store. There was also an extraordinary amount of express and U. S. mail to look after that night. Before the train was due he got the block set to safety after which the train dispatcher gave him the following telegram to the conductor and engineer of the Vestibuled Limited due at 1:30 a. m., which had orders to stop for passengers, baggage and express, etc.: "Look out carefully for broken rail at Mile Post 200 east of 'Ar' tower, come to a full stop and do not proceed until you are sure it is safe to go over." This message "Our Boy" stuck in his pocket and went below to sell tickets, check baggage, etc. The unusual amount of business confused him and when he again reached his key he found the message still in his pocket. Too late to act now, as the limited was late, and had already passed the next block tower



R. W. DUNCAN,
Representative C. & O. System,
Division No. 40.

east and was probably in the ditch. Great beads of cold sweat stood out on his brow



W. O. JACKSON,
Representative Buffalo, N. Y., Division No. 8.



L. M. TUDOR,
Representative Union Pacific System, Division No. 6.



J. B. FINNAN,
Representative Baltimore, Division No. 17.



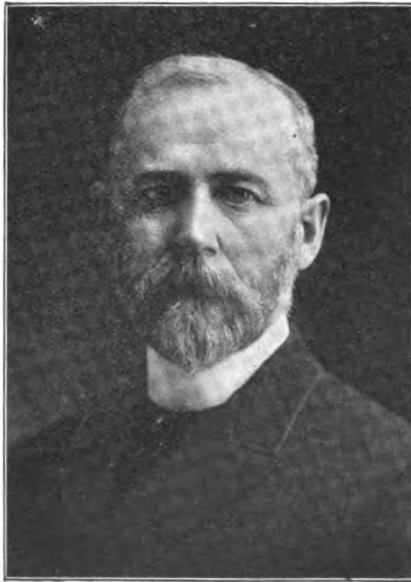
W. C. FRAZIER,
Representative Philadelphia, Division No. 4.



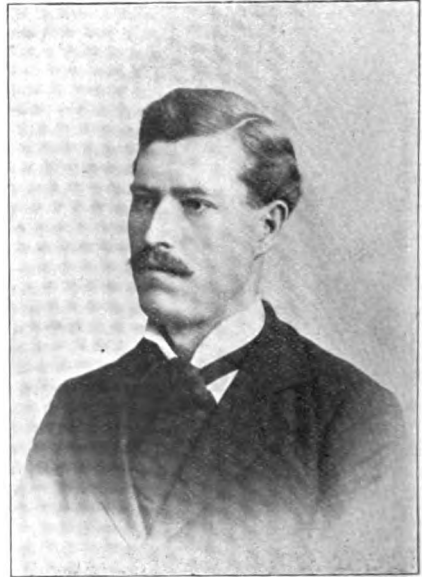
R. R. ROOT,
Representative Union Pacific System,
Division No. 6.



P. D. HAMEL,
Representative Canadian Pacific System,
Division No. 7.



ROBT. H. REYNOLDS,
Representative G. T. & R. System,
Division No. 1.



P. H. WILLIAMS,
Representative Kansas City Southern System,
Division No. 5.

as he anxiously waited for the operator at "Ax" tower to report them by. The train



G. J. STEURER,
Representative Belpre, O., Division No. 12.

dispatcher was already made acquainted with the facts, and he, too, feverishly called "Ax" every few minutes and asked "C'm'g?" (coming). "Not yet" was the reply. The dispatcher was nervous because he now knew he should have put such an important message farther up the road.

Time wore on and the operator's mind was crowded with thoughts of a ditched train. He imagined he could hear the groans of the injured and dying who had been so suddenly thrown from their slumber. As he paced the floor he would say: "Why don't they show up at Ax? Why don't they show up at Ax?" "Oh, why did I not see that message was delivered first of all?" "Oh, would that I had never left the farm. There I would have had no lives nightly under my care!"

To add further to his misery some fellow on another division was singing "There Will Be a Hot Time in the Old Town," through the telephone ear trumpet and the relay of one of the through wires, all unconscious of the probable catastrophe. This sounded like "Old Harry" himself gleefully

singing in anticipation of an extra warm fire to scorch the operator for what he had done. A cockroach sallied forth from behind the telegraph instrument, stopping in plain view and seemingly conscious of his misery, raised up on its hind legs and placed its feet to its nose to make the conventional taunting sign, then darted away behind some papers. Uncle Thomas Cat just then let out one of those baby cries from a nearby fence and the operator thought sure that was the cry of a baby in the wreck, made an orphan by his forgetfulness. All of this happened in just 30 minutes, but it seemed ages to him. "DS" "AX," the sounder clicked, for it was "AX" tower calling "DS," the train dispatcher's office. "I," "I," "DS," answered the dispatcher. "Hr cms io's flag." Just after this "AR" tower, west of the trouble, reported a flag coming on the run. Can any one imagine how "Our Boy" looked and felt now, standing there looking at the instrument like a madman waiting breathless to hear what he was now almost certain had



W. E. REESE,
Representative St. Joseph, Mo.,
Division No. 72.

happened, a terrible wreck. "To 'AX,' to 'AR' flag tr et?" impatiently asked the dis-

patcher. Finally the flag reached "AR" breathless and excitedly remarked: "No.



H. H. CHAMBERS,
Representative Brunswick, Md.,
Division No. 26.

10's in ditch and everybody killed." The operator at "AR," an excitable young fellow, could scarcely make the dispatcher understand, so nervous was he.

The dispatcher, grasping the situation, commenced calling: "YD" yard office at the terminal of the division, using the numeral "27," which is a signal used only in extreme cases. "YD" immediately answered and the yardmaster was ordered to call a crew and secure the fastest engine obtainable and the foreman of wrecker was ordered to prepare the wrecking outfit with a full force of men, to proceed at once to the wreck. "XN" was next called by the dispatcher and all of the physicians obtainable in that city were called and a "lay-over" passenger crew and equipment at "XN" were called into service to convey the doctors to the wreck. The operator meanwhile had not been idle. All fear had left him; he realized that action was necessary. He slipped out and called the day operator, telling him of the awful accident, and prevailed on him to work the remainder of

the night. Then he called the section men and their boss and showed them an order to proceed to the wreck to repair the track. By the time the handcar and men were ready the operator was there also; meanwhile he had procured a box relay, a pair of wire nippers, a coil of wire and pair of climbers. This outfit belonged to a gang of linemen who were stringing a new wire over the division and had stopped off at "RO" over night.

The section men, excited over the wreck, sent the handcar along at terrific speed with their brawny muscles. They soon passed "AR" tower and shortly reached the wreck, where they were horrified to see the big iron monster on her side, hissing forth steam. The operator laid his outfit on the bank and hastily made a survey of the wreck and found the flag at "AR" had greatly exaggerated the conditions. No one was killed. Further than this, he did not investigate, only to obtain the names of the injured five passengers, the engineer and fireman had miraculously escaped serious



G. P. GROGAN,
Representative C. & O. System,
Division No. 40.

injury. The great vestibuled coaches and sleepers had remained intact, ploughing



H. R. MARTIN,
Representative C. & N. W. System,
Division No. 76.



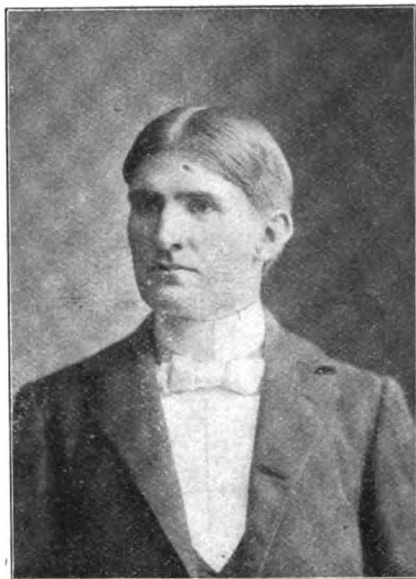
J. MCKEOWN,
Representative H. & T. C. Ry. System,
Division No. 57.



C. J. HAGAN,
Representative Pittsburg, Pa.,
Division No. 52.



A. N. BEVILL,
Representative Mo. Pac. Ry. System,
Division No. 31.



D. E. CHAMBERS,
Representative K. C. Southern R'y. Division No. 5.



W. B. BLANCHARD,
Representative Old Town, Me., Division No. 11.



J. H. SMITH,
Representative Canadian Pacific System,
Division No. 7.



O. A. FAUST,
Representative Columbus, O., Division No. 38.

right through the soft earth of the embankment. With this information he hastily ad-



F. H. GILLERAN,
Representative Scranton, Pa., Division No. 87.

justed his climbers to his feet and mounted a nearby telegraph pole. He knew just where the train wire was located on the arm which was covered with other wires. He knew just how to connect a box relay to it; in fact, he knew more than the average operator, because he loved to experiment, and he had studied all about telegraph lines, instruments, batteries, etc., during his spare moments. With all this to his credit, he, like many other good railroaders, did, and will make mistakes. Having cut in his instrument by means of the extra coil of wire he called "DS," using "WK" (a call used only at temporary offices at wrecks), as his call. The train dispatcher was agreeably surprised that there was an office in direct communication with the wreck, and still more surprised to find "NE," of "RO," there. He had asked the day operator at "RO" where "NE" was and the day operator said he did not know, but thought he had skipped.

The superintendent of the division had been called and was seated near the dispatcher, and he, too, was overjoyed that

definite information could now be obtained. When told that the operator had forgotten the message which caused the wreck he was furious, and was on the point of immediately discharging him, but when he learned it was "NE" at the wreck he felt more lenient with him and postponed further judgment until an investigation could be had. "Our Boy" immediately sat down on one of the coach cushions he had put into use, together with a board laid on a pile of ties for a telegraph table, and by the aid of the conductor's lantern telegraphed the superintendent that it was not serious and there was no necessity for alarm, as no one was seriously hurt, and those that were injured were being well cared for by a physician who happened to be on board the train. He wired the names and addresses of the injured. He gave the superintendent a detailed statement of conditions existing so accurately that the superintendent knew just what material to forward and approximately the extent of the damage and how soon the track would be clear. "Our Boy" remained on duty 36



P. COSTELLO,
Representative Belpre, O., Division No. 12.

hours at the wreck until everything was in running shape. He then laid off to rest up

his nerves, after which he was called to headquarters for an investigation. The out-



W. L. WEBSTER,
Representative Knoxville, Tenn.,
Division No. 10.

come of the investigation was a demerit for himself and the dispatcher because of both not having used better judgment. "Our Boy's" past good record and his efficiency was in his favor when his superintendent rendered judgment.

HONOR THE OPERATOR.

"Our Boy" held down most of the heavy offices on that division both day and night at salaries ranging from \$35 to \$50 per month. He has now been in the service of that company a good many years, and has been the means of saving life and property on many occasions, and has daily the lives of the traveling public under his care. He has read of stories galore of "The Heroic Engineer," and "The Hero Train Dispatcher," in the current magazines by writers who never spent five minutes as railroaders; but rarely, if ever, of the lonely telegraph operator in that tower, miles and miles away from human beings, who must resort to every possible method to keep awake while sleeping humanity rolls by unconscious that this very operator holds their

very lives in his hands. He cries out, "Let up on engineers and train dispatcher stories for awhile; they get paid \$100 to \$200 per month, with three to eight hours per day, where the operator gets \$45 and \$50 per month, with 12 hours' work per day. Come down to the lonely operator or even lower and find the heroes among the track-walkers for your stories." "Our Boy" has grown old in the service, so has his comrade of "Hamhood" days. They would like to do something else with a better chance to "lay up for a rainy day" and enjoy the Lord's day in rest and spiritual communion, but their Christian brothers won't let them have the Sabbath. They must have their Sunday excursions or woe to the public conveyance that denies them this "pleasure," so the comrades have to plod on for they know nothing but railroading, and sing "But the Dispatcher Job That I Longed For Never Came," because there is not room for all. All honor to the telegraph operator who sits alone in that far-away tower on



Q. A. GEISE,
Representative Baltimore, Division No. 17.

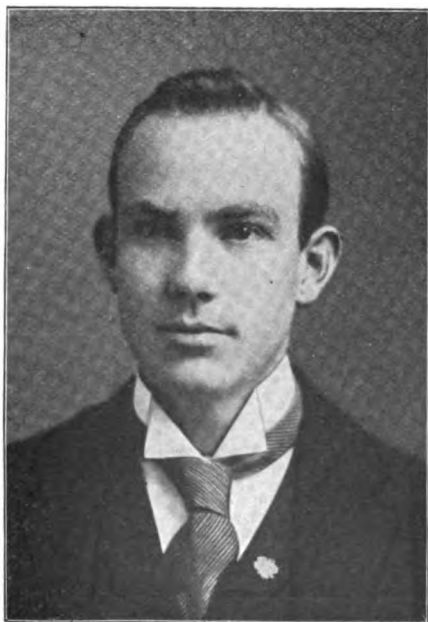
his lonely midnight vigil.—KIRK L. RUSSELL, in Akron (O.) *Beacon Journal*.



E. L. STRATTON,
Representative C. & O. System,
Division No. 40.



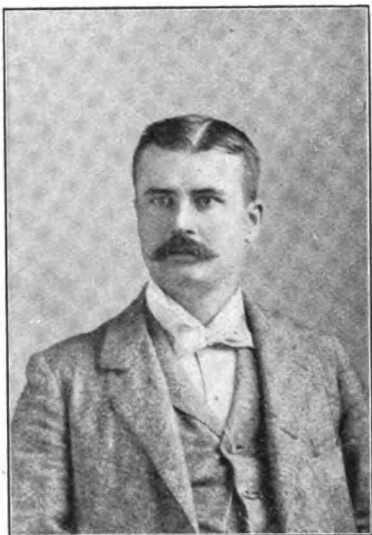
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Representative Kansas City Southern System
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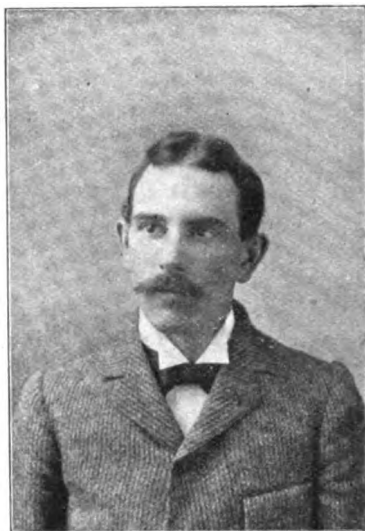
PERCY E. WRIGHT,
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J. H. BYRNE,
Representative Charlottetown, P. E. I.,
Division No. 47.



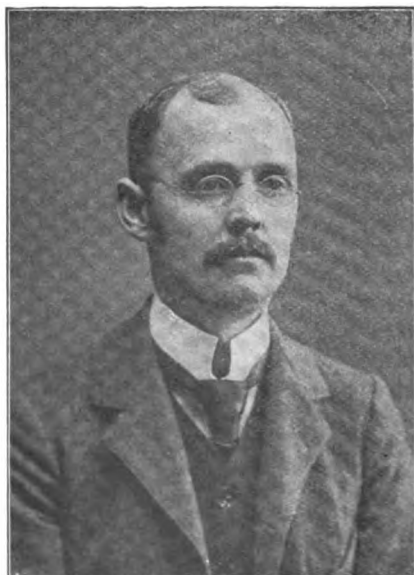
D. P. DAYTON,
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Division No. 23.



A. C. BUSHAW,
Representative C. H. & D. System,
Division No. 21.



C. E. STICKLEY,
Representative A., T. & S. F. System,
Division No. 23.



S. W. HILLER,
Representative Philadelphia, Pa.,
Division No. 4.

Woman's World

"THE WOMAN WAGE EARNER AGAIN."

I HAVE just finished reading Wyoming's views on the "Woman Wage Earner," and must say I agree with her to the dot, for I have been over the same ground myself, and know it all, step by step. Left dependent on myself by a husband who was a husband in name only, worse than a drunkard, with a family of little ones to support, I tried every honest and honorable means of support, and finally secured a position with the railroad company, where I have worked for over eleven years, and made a much better living than at anything else I could do, and I don't consider that I have dishonored myself, or harmed any man by holding a position that paid fair wages.

It seems strange that some women will fight their own sex to uphold a man, and it makes me "weary"—excuse the slang—to hear women who are blessed with good homes and kind husbands, and know absolutely nothing about the struggle of life, have so much to say on the subject.

I've been indignant on this subject for years, and once, five or six years ago, let my wrath boil over, and wrote my opinion on the matter in such a harsh manner, that I was ashamed of it when I got over the first heat, that I did not send it, and have never trusted myself to write since.

There is a very tender spot in my heart for the woman who has to work at anything by the day, every day, knows no rest, for a living. Think she has hard enough life, with little enough sunshine, if her sisters don't try to make it harder for her.

Then it always seems to me that the brothers don't take it so hard about being "robbed of their positions" as the sisters do. They sympathize with the dear boys, you see.

I should certainly be glad to help Wyoming to a good position, and my worst wish

for the "sympathizing" sisters is that they might have just a taste of self-support, for a few months, not for years, as some of us have it, just long enough to learn what they are talking about, and to see what they would do, but I think I can guess that they would accept the very best paying position they could get, without even thinking if they were robbing someone else, but would decide they had just as good right to a living if they worked for it, as their fathers and brothers.

KANSAS.

A TRIP TO BUFFALO.

WE, an O. R. T. brother and his sister, started to Buffalo, August 3d. By spending a night in Bluefield, and one in the coal fields of West Virginia, we were enabled to pass through West Virginia and the beautiful Ohio and Scioto Valleys in the day. Going from the mountains of West Virginia into this lovely region, the contrast is very striking. West Virginia hoards her treasures in the bosom of her rock-ribbed hills, while Ohio proudly spreads hers out to view. Her broad valleys with miles of waving corn is a sight not to be forgotten. Roads and fences are all perfectly straight, and the country looks so prosperous that one wonders where the poor of the rural districts live.

We reached Columbus at eight P. M. The Union Depot is such a beautiful and commodious building, that it is almost a pleasure to wait there for trains. However, we went out to take a glance at the city. It looked very attractive in the radiance of its many lights, and my impression of the place was not changed on seeing it in the day, on our return trip.

We took the Big Four for Cleveland at ten P. M., and were swiftly carried into that city. The darkness hid the ugliness of the depot at Cleveland, but on our return

we got the full benefit of its shabbiness and vile odors. I am glad to know that Cleveland is a beautiful city, and I regret that we could not have seen the attractive part of it.

The Lake Shore, Michigan & Southern train carried us from Cleveland to Buffalo, and we were so delighted that daylight came in time for us to see something of Pennsylvania and New York. A brother trainman kindly pointed out the boundary line between the two States. There is no difference in the country. The land is level, and looks very productive, vineyards being the most prominent feature of that region.

We arrived in Buffalo at nine A. M., and so many people wanted us to go home with them, that we thought Buffalo must be a most hospitable city. We stopped at a very pleasant little place within easy reach of the Exposition grounds, and yet so quiet that we could sleep without being disturbed by any of the city noises. After eating breakfast, we went to Niagara Falls, going down and back by boat. The trip was delightful, but as the day wore on, we felt the effect of the previous night's travel more keenly, and we were glad to get back to Buffalo, and take some rest.

The Falls has been so often described that I will pass it by. To me it was like seeing the ocean. The longer I looked at it, the longer I wanted to look, and seeing it once makes me long to see it again. The Canadians seem to think people come, not to see the Falls, but to get rid of their money, and they very kindly lend their aid. We tried to get lemonade at a small stand. The lady in charge said they were out, but it was then very dear, being twenty-five cents for two glasses. Strange to say, hearing this quenched our thirst.

After a night's rest, we went to the Exposition. At first the buildings were a little confusing, but after looking for a while at our map, we felt at home, for with all the beauty of the Rainbow City, the plan is very simple. We went through all the main buildings. The exhibits most interesting to me were those found in the Ethnology, the Government, the Liberal Arts, and the Agricultural buildings.

Quiet reigns supreme as you go through the buildings. People are so intent upon

seeing, that not much is said. Especially is this noticeable in the Fine Arts Building. But go through the Midway and mark the contrast. Each show, is trying to make the most noise, and in this respect the Beautiful Orient carries off the palm.

The second day at the Exposition we saw the State buildings, took in the Indian Congress, the Fine Arts Building, the Life Saving Exhibit, and also listened to delightful music whenever we took time to rest.

We saw Indians of all kinds and ages, from mummies four hundred years old to a little tot named Grover Cleveland. In the Indian Congress we found them at their different occupations, blanket weaving, basket making, etc. One Indian youth, like the pale faces, was doing a thriving business guessing the weight of visitors. On being asked by a young girl why he could guess the weight of men better than the weight of women, he answered, to her confusion, laying his hand on her arm, "Because me can't put me hand on the woman."

The crowning feature of the Pan-American is the electric display. It has been described often, but to be appreciated it must be seen. It is like an inspiring sermon, an heroic achievement, a thrilling song; it uplifts and holds you, and you feel that since man is capable of creating so much beauty, for what may we not hope from the Infinite.

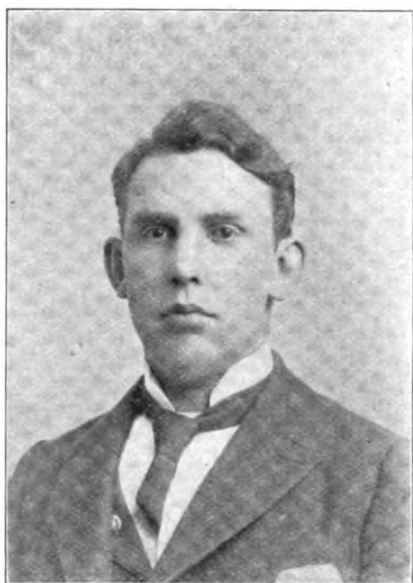
Beautiful inscriptions adorn the buildings. They speak of "the brotherhood of man; the federation of nations; the peace of the world." I walked with my head in air trying to read and remember them.

Our time being limited, we could give only two days to the Pan-American, but a day means from early morning until late at night, and a great deal can be accomplished in that time.

Our last day we spent in the city of Buffalo, leaving by boat for Cleveland at six P. M., August 9th. We had had a delightful trip, had gained a good idea of the resources of our wonderful country, and had had a glimpse of many foreign people.

Our minds still dwell on the beauties of the City of Light, and our hearts yearn for the time to come when nations will be at peace, and man be ruled by the spirit of brotherhood.

MATTIE J. SMITH.



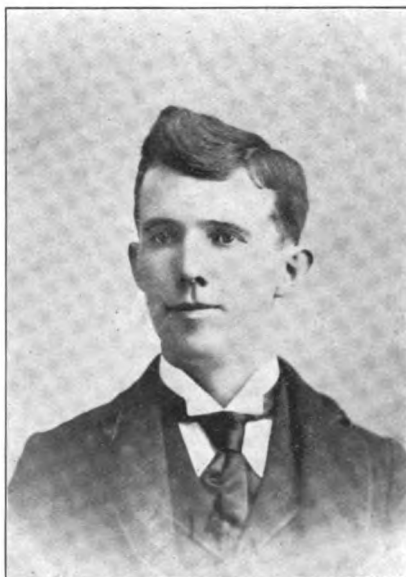
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Representative B. R. & P. System, Division
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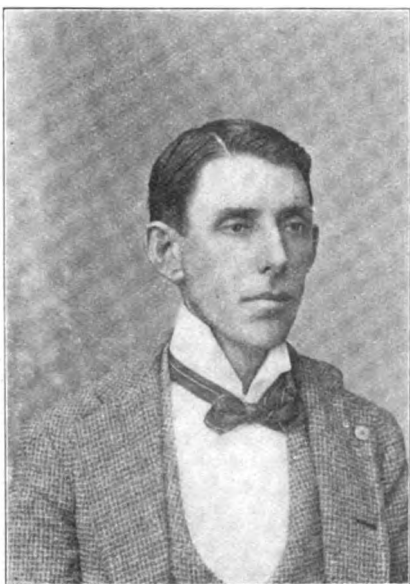
R. CORNWELL,
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L. A. PAGE,
Representative Camden, N. J., Division
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W. B. HAYNES,
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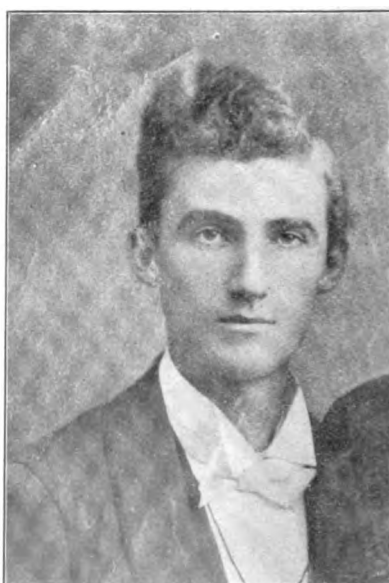
W. L. OSBORN,
Representative Missouri Pacific R'y System,
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J. W. MACGREGOR,
Representative Trenton, N. J., Division
No. 85.



H. L. CARTER,
Representative A. T. & S. F. R'y System,
Division No. 23.



F. L. TRUB,
Representative Missouri Pacific System,
Division No. 31.

Poetical

The Rise of Labor.

I hear in the vibrant voices
Of winds a jubilant tone,
For the heart of the world rejoices
That labor will claim its own.
It has lain in the dust for ages,
By the feet of Might downtrod,
And the world stood back and cried "Alack!
But this is the will of God."

"He has put His curse on Labor,
It suffers for Adam's sin."
But truth, like the stroke of a sabre,
Has let the sunlight in.
She has torn down the creed-made curtain,
She is showing the true God's face,
And it is not dark with hatred's mark,
But fair with love's own grace.

He is not a God of classes,
He is not a God of gold,
But He is the God of the masses,
Who toil in the heat and cold.
And into the heart of Labor,
Desolate, sick and numb,
He speaks from the skies and says "Arise,
For the day and the hour have come."

And out of the man-made prison,
Out of the dark and the dust,
Has labor at last arisen,
And it cries to Might, "Be just!"
It waits no word and no gesture;
In the calmness of strength it stands.
It pleaded too long at the ear of wrong,
Unheard—and now it demands.

Oh, slow are God's mills in grinding,
But they grind exceeding small.
And the greedy of heart shall be finding
That God is the God of all.
They shall learn that the Mighty Toiler,
The maker of men and things,
Of earth and star, and the worlds afar,
Ranks Labor above crowned kings.

Oh, heart of Labor, keep steady,
And stand for the rights you need,
For the world was never so ready
To welcome the fall of greed.
The waves of our prayers, like billows,
Shall bear your hopes on their crest,
And carry you out of the narrows of doubt,
And into the harbor of rest.

—Ella Wheeler Wilcox.

On the Desert.

Out on the desert, far away,
Is where two operators stay,
And in a little station small
Live there 'midst sand, stones, brush and all.
One all night, the other all day,
Working to earn a little pay.
Nothing to do but cook and chew,
And some old rags to wash and sew.
No one to visit or keep company—
Too far away from town, you see—
Except a "weary" on tie-pass
May for a glass of water ask,
And then he passes out of sight,
Most likely to his own delight,
For in this place he'd never live,
For all the mon' the company'd give.
Thinks those boys' lives wasting away,
All for the company, and small pay.
Mountains are found for miles around,
On every side do they abound.
And to the south is found a sea—
A sea now dry, but used to be
A part of the gulf, so they say,
But now 'tis sep'rated in some way;
The heat has licked the water up,
And left it dry's an empty cup.
The days are awfully hot and dry,
Nearly enough to make one die,
But we'll soon be in our delight,
For winter weather is just right.

—A. H. Twin.

Long Ago.

I once knew all the birds that came
And nested in our orchard trees;
For every flower I had a name—
My friends were woodchucks, toads and bees;
I knew what thrived in yonder glen;
What plants would soothe a stone-bruised toe—
But that was very long ago.

I knew the spot upon the hill
Where the checkerberries could be found—
I knew the rushes near the mill
Where pickerel lay that weighed a pound!
I knew the wood—the very tree
Where lived the poaching, saucy crow,
And all the woods and crows knew me—
But that was very long ago.

And pining for the joys of youth,
I tread the old familiar spot

Only to learn the solemn truth:
 I have forgotten, am forgot.
 Yet there's this youngster at my knee
 Knows all the things I used to know.
 To think I once was wise as he!—
 But that was very long ago.

I know 'tis folly to complain
 Of whatso'er the fates decree,
 Yet were not wishes all in vain,
 I tell you what my wish would be:
 I'd wish to be a boy again,
 Back with the friends I used to know;
 For I was, oh! so happy then—
 But that was very long ago.

—Eugene Field.

The People of the Dew.

If you can rokker Romany and wish the gypsy
 well,
 Come tramp the fern beside me, up hill and over
 fell;
 I'll show you where the deadwort grows and witch
 bells cluster blue,
 And where the fox bells ring at night for People
 of the Dew.

They're wayward folk and wandering folk and
 wastrel folk as we;
 They take their gear when'er it comes, 'they love
 no walls to see;
 They milk the kye and snare the birds, the horse
 at grass unshoe,
 And spae the stars like Romanics, the People of
 the Dew.

Like us, they come from far away, like us, must
 wander far.
 Their kin is Jack-o'-Lantern, and every falling
 star.
 They're of the water and the wind and of the
 fixed earth, you;
 But naught can stay and naught affray the People
 of the Dew.

Whoever hears them singing will love no other
 song;
 Whoever sees them dancing must rise and tramp
 along,
 And take the highway for his path winter and
 summer through,
 And follow, follow till he find the People of the
 Dew.

They're hiding in the elder tree and in the bracken
 brown,
 And one of them will go in rags, one in a silken
 gown;
 But you may know them by their eyes that sorrow
 never knew;
 They've looked on life and looked past death, the
 People of the Dew.

—Nora Hopper, in *Black and White*.

The Forsaken Graveyard.

No costly granite marks the graves,
 No fresh cut flowers grace,
 No new made footprints in the clay
 To tell a well loved place,
 Only a few old, tottering stones
 Grown weary with the years,
 With faded letters worn and dim,
 But more with rain than tears.

Across a grave with sunken breast
 A timid wild rose creeps.
 Who knows but 'neath its perfumed leaves
 A pitying heart it keeps?
 Sometimes a wild bird rests upon
 A crumbling rock and sings.
 Who knows but from a pitying heart
 That tender note he brings?

Here lies a grave so short and small
 'Twould touch a mother's heart;
 Within some breast at some sweet time
 It held a larger part.
 And here around a faded name
 Are green and clinging vines.
 Who knows with what a pitying touch
 The tender ivy twines?

And here's a long and narrow grave,
 With naught to mark the place
 Except a blue forgetmenot
 That lifts its dainty face.
 But who can say it blooms less fair
 Upon the pauper's bed
 Than where yon tottering stone is seen
 Above his neighbor's head?

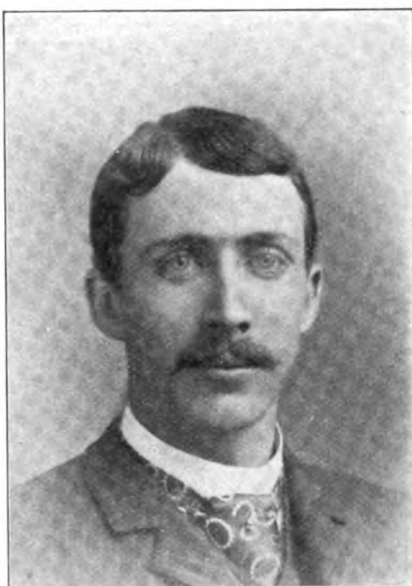
The wind blows sadly through the pines;
 Alone, it seems to sigh.
 Forgotten, whisper low the leaves
 That rustle softly by.
 But, ah, we do not need to lie
 Beneath a stone to be
 Forgotten and alone; perhaps
 They live in memory.

—May Rapley McNabb, in *Boston Transcript*.

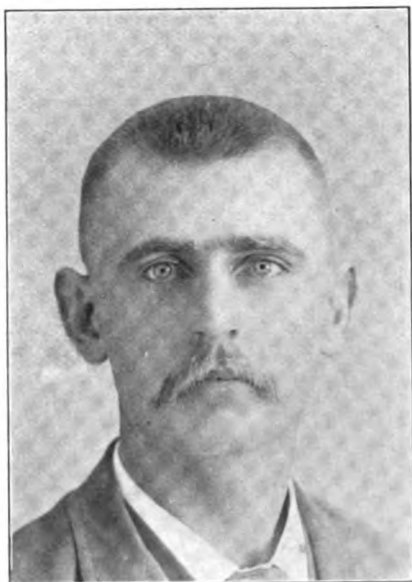




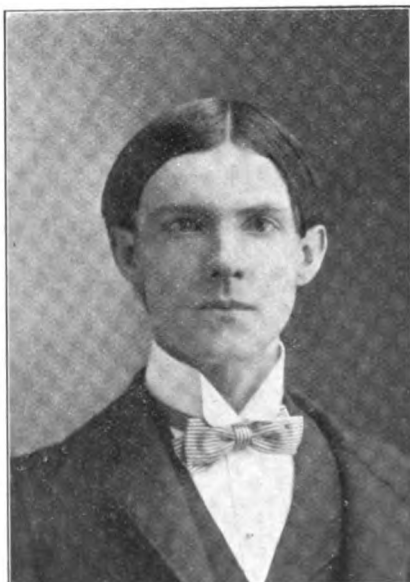
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Representative Elizabeth, N. J., Division
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O. H. TREADWAY,
Representative Erie Railroad System,
Division No. 42.



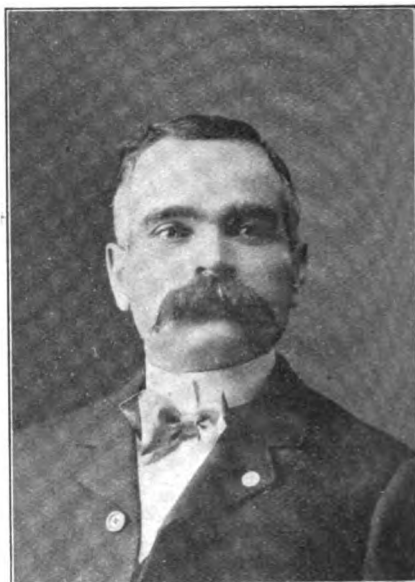
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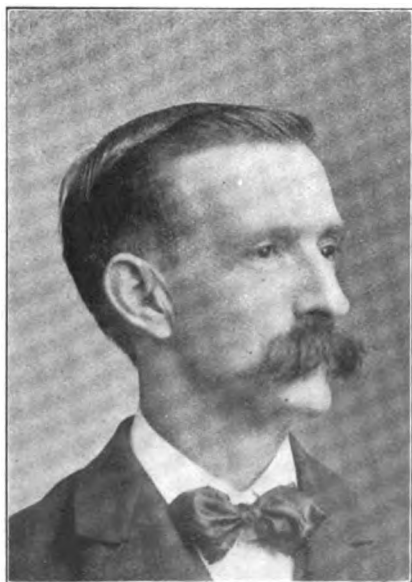
JAMES RUSHFORD,
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J. THIGPEN,
Representative H. & T. C. R'y System,
Division No. 57.



C. W. LAROV,
Representative G. T. R. System, Division
No. 1.



W. S. CAFFERTY,
Representative Camden, N. J., Division
No. 84.



E. C. HUNTER,
Representative Pittsburg, Pa., Division
No. 52.

FACETIOUS

The Intricacies of It.

"Why don't you study the time table, and then you wouldn't have missed your train?"

"That was the trouble. While I was trying to translate the time table the train pulled out."—*New York Herald*.

A Prime Requisite.

"I suppose you are very proud of your lineage?"

"I don't care to boast, but I think I can truthfully say that my family owns as many railroad lines as any family in this country."—*Louisville Courier-Journal*.

A Case of Mistaken Identity.

Up in the mountains a few days ago a party of hunters had their wagon broken and a monkey wrench was needed to repair the vehicle. One of them walked over to a ranch and asked for the tool in as plain English as he knew how, but this was the reply he got: "No, das ban no monka ranch; das ban a sheep ranch. Ah tank you strike the wrong place."—*Rocky Ford Enterprise*.

A Warning.

A Grundy County (Kansas) physician recently sent to the address of one of his patients a bill for professional services, and within ten days received the following letter written on the back of his memorandum: "Deer Sur this noat was put in my box by mistake I hain't the man hee's dead and aint any relation of mine anyway. I don't see how your consheens will let dun the dead. Why don't you live a better criston live and let live and try to meat that man who dide in heaven which is worth moar than forty dollars to enny doctor."—*Ex.*

It Was All Right.

An Idaho cowboy appeared at a railroad station and stated that he desired to ship to parents in the East the body of a comrade who had been killed by a grizzly bear. In shipping the box the agent noticed that it was quite heavy and not the usual shape.

In a few days came a telegram, which read:

"Some mistake; Bill's body not arrived; box contained a bear."

The cowboy, who was still at the station on a protracted spree, wired back:

"No mistake; Bill's inside the bear."—*Miners' Magazine*.

One on the Bachelor.

It was in a Pullman sleeper, and just across from the bachelor's berth was a handsome little woman and her three-year-old boy. Early in the morning the two were laughing and playing together, and the good-natured bachelor smiled to himself as he arose to dress. Suddenly a little foot peeped out from the curtains of the opposite berth, and with a twinkle in his eye, the bachelor grabbed the plump toe and began: "This little pig went to market, this little ——"

"That is my foot, sir," said the indignant voice of a woman.

The silence which followed could be heard above the roar of the train.

A Good Labor Story.

Not very long ago two women entered a butcher shop in Chicago, and each wanted to purchase a calf's head. One of the ladies immediately gave the butcher to understand that her husband strictly adheres to union principles and only buys goods produced by union men, and, therefore, she

stated: "I want a calf's head which was slaughtered and handled by union labor." The butcher took a calf's head from the hook, wrapped it up cleanly and neatly in paper and handed it to the lady.

The other lady absolutely refused to take a union calf's head, saying her husband is strictly a non-union man and does not believe in union principles, and cannot see what benefit a person can derive by means of unionism. The butcher therefore took another calf's head from the hook and split it in two parts, took out the brains and handed the head to the woman, saying: "Here you have a non-union calf's head."—*S. Field in the Meat Cutters' Journal.*

Why the Whistle Blew.

A leading railroad lawyer, who has had much to do with human nature, says to a Detroit reporter: "Never cross-question an Irishman from the old sod." And he gave an illustration from his own experience.

A section hand had been killed by an express train and his widow was suing for damages. The main witness swore positively that the locomotive whistle had not sounded until after the whole train had passed over his departed friend.

"See here, McGinnis," said I, "you admit that the whistle blew?"

"Yis, sor, it blewed, sor."

"Now if that whistle sounded in time to give Michael warning, the fact would be in favor of the company, wouldn't it?"

"Yis, sor, and Mike would be testifyin' here this day." The jury giggled.

"Very well. Now what earthly purpose could there be for the engineer to blow his whjstle after Mike had been struck?"

"I preshume that the whistle wor for the nixt mon on the thrack, sor."

I quit, and the widow got all she asked.

He Was a Trust.

The drummer had got off at a station to find the village two miles away, and the shackley old bobtailed car waiting to convey passengers over the shackley old road was in charge of an old man who sat on the platform smoking with great complacency.

"Does this—this thing run to the vil-

lage?" queried the drummer as he walked around the car.

"It does when I want it to," was the reply.

"Oh, then, you have got something to say about it? Perhaps you own the old crowbait of a horse?"

"I do."

"And the car?"

"Yes."

"And the line?"

"Yes, I'm the owner of everything in sight."

"Mighty handy, isn't it?" continued the drummer in sarcastic tones.

"Yes, tolerably handy," was the placid reply. "I also own the only two stores in the village and the only hotel, and if you don't like my style you'd better wait for the next train to come along and take you out of the country."

M. QUAD.

The Joe Bagstock Man.

You have seen him often. Sharp, oh, so sharp. He can tell you when every train leaves and where to go for lunch, and he flies around as if he were train dispatcher for the planets. He was in the Utica Depot and interested in a large, well-dressed lady who sat apart and was turning out her pockets and looking in gripsacks and under the settees, and was generally uneasy.

"Excuse me, madam," said Bagstock, "but have you lost your check?"

"No, thank you; I was looking for my key," said the excited lady.

"Perhaps you left it in this bag," and he touched it gently.

Then the lady sat down and asked Bagstock to allow her to empty her pockets in his lap. Two handkerchiefs, a spool of thread, a bottle of catarrh snuff, a rubber band, a chew of white gum, a red switch, some assorted agate buttons, etc. Giggles ran through the crowd, and Bagstock was in a cold sweat. A quiet man who sat with his back to them, reading, arose, looked around, and said:

"Much obliged to you for amusing her so long. I had sent out for a close hack to take her up to the asylum. Come, Lady Genevieve; the chariot waits."



W. J. PIKE,
Representative Buffalo, N. Y., Division
No. 8.



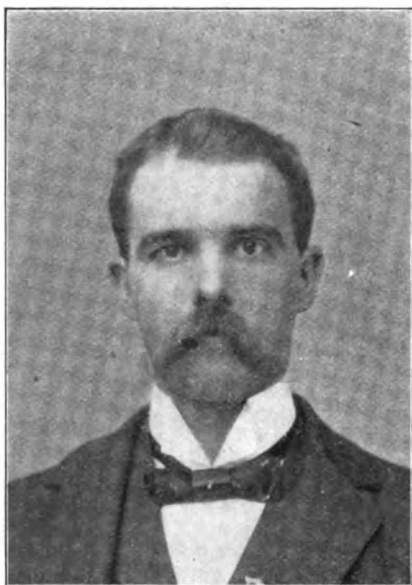
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Representative Northern Pacific System,
Division No. 54.



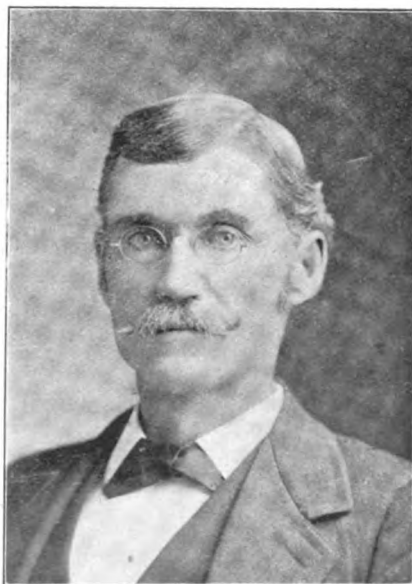
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L. E. HICKS,
Representative C. & O. System, Division
No. 40.



F. L. KING,
Representative Southern Pacific System,
Division No. 53.



D. B. SAFFOLD,
Representative Southern Pacific R'y System.
Division No. 53.



D. MONTGOMERY,
Representative Charlottetown P. E. I.,
Division No. 47.

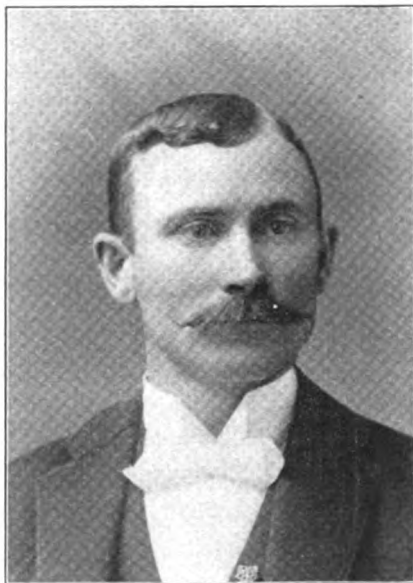
Our Correspondents

"TRY TO THINK."

BY JOSE GROS.

IS IT not ludicrous that some should have yet to waste time and effort in trying to make humanity think? Could we have any troubles if we had learned how to think? Because, please remember that we don't refer to the ignorant as the only ones who need yet to know how to properly use the thinking faculty. We refer to eminent people in the shape of bright clergymen, lawyers, college professors and other influential men in all the ranks of life, in poverty, wealth or medium condition. Even that fine real thinker and brilliant writer, William Dean Howell, is forced to say, in the Harper's Monthly for September, that "we are manufacturing a race of mental dyspeptics, that we are spoiling our literary digestion by the vice and mania of excessive and superficial reading, which has become an actual disease." And how many sober intellects have for years been telling us that modern education is hardly anything but a cramming process, filling up the brains with surface facts and trifling details, and failing to give to the mind the power to go to the bottom of things, to the realities of life, failing to teach us the essential duties of human existence? Intense individualism of the wrong kind, in the thinking faculty, is what is killing us. We even imagine that disagreements are a sign of progress, and yet what can long disagreements mean but ignorance of the truth? Do we ever disagree about 5 and 5 equal 10? No. Because we have grasped truth in arithmetics. And the same happens with all that relates to what we call the exact sciences. But why should not the science of social morality be exact? It is the simplest of all!

There is where we do need collectivism, and there is where we don't want to have anything of the kind. Even the collectivists refuse to touch the bottom of things, and are simply individualists, always ready to quarrel and disagree if some school of thought dares to present a fixed and simple science of social morality, always doing their best to resort to sophistry lest truth



JOHN LYNCH,
Representative Erie Railway System,
Division No. 42.

undermines their straitjacket panaceas for the converting of nations into groups of living mummies at the mercy of any oligarchy of public officers controlling and monopolizing the business organizing faculty of everybody outside of themselves.

About 15 years ago a reform leader said: "Some call me an individualist, others call me a collectivist. I am neither, just as I

am not a centrifugalist any more than a centripetalist."



M. J. HIGGINS,
Representative B. R. & P. System, Division
No. 92.

Man is a compound being. As such he has individual rights and collective rights, individual duties and collective duties. Hence, the need of a social organization that respects both kinds of rights and performs or respects both kinds of duties. That duality of duties and rights make it a social crime for any human laws to grant any privileges to anybody. That is just the crime perpetrated by all social organisms and nations thus far. A well-organized society or government means: Hands off from every function that men individually or in groups can do without interfering with anybody in the performance of the same or similar functions. And what individuals cannot do without interfering with the equal rights of others, that belongs to government or society, and it should be done for the equal good of all, to preserve the equal rights of all.

And how that simple philosophy would simplify government and human life! But don't you see that we don't believe in simplicity—we don't believe in equal rights? We hate equality. We always want to be wiser than somebody else, better than somebody else, richer than somebody else. We are all individualists, in the wrong way. And, perhaps, we are all collectivists, in the wrong way. What we mean is that too few men are yet in the reform business for altruistic unselfish purposes, while the vast numbers of humanity hate the very name—reform.

Wealth is the god of the race, and mighty few seem to realize that wealth, what we call wealth, is the greatest farce on earth, the killer and destroyer of all joys and manhood.

Wealth! About 70% of all that is produced goes back to land in the course of less than 5 years, half of it in one year or so. The other 30% lasts 20 or 30 years, but it could not keep the race alive for any two weeks without the 70% which vanishes off in 2, 3, 4 or 5 years. And still we talk or think about wealth from morning to night, from the cradle to the grave! Right-thinking and right-doing are what we need, ladies and gentlemen. We need to think about high human duties, the ones that connect all our thoughts, feelings and volitions with the general good of all nations and humanity, God's nation. What we call nations are but provinces, districts in God's nation.

Wealth! Stop the labor of the working masses for any two or three consecutive years, and even the man with \$500,000,000 would starve! No values that may be coming to us from inheritance or that we may have accumulated in any 20 or 50 years, no millions or billions of dollars or stored up wealth could save any man or his family from rapid starvation, from poverty of the worst kind, if those who live and die in poverty should have to stop working or producing wealth for any 2 or 3 years. There you have the vanity of wealth and that of any reform business or job or philosophy that does not accept the order of God's universe and "*The Supreme Equity of His Laws.*"

That equity and that universe repudiate all straitjacket reforms, all complexities in governmental machinery, all attempts to any mechanical, dead human equalities. Let each man find his own level. Give to all the freedom and the rights that God means we all should have. Don't apply any bandages around anybody's limbs or faculties. Don't give anybody the right to place anybody else under tribute for permission to work and live and develop. It is then alone that we shall have a living equality, the equality each one may see fit to choose, the equality of God's freedom and His law!

The fact is that if we want to be honest with ourselves, we must confess that for all practical purposes our civilization is yet Godless, since we don't like to have anything to do with God's righteousness. We talk about it, and give it the cold shoulder in all our most fundamental relations in life. We are not even sure that there is anything fundamental in public or social life, not sure about the precise meaning of Social Morality, uncertain in regard to the need of any fixed principles around which that social morality should turn, wheel, revolve, and radiate from.

And yet we all know, or know where to learn it, that only one *key* can unlock the gate by which to enter God's kingdom, and thus leave Mammon's kingdom behind. The key is: "*To regulate the use of natural resources on principles of equity to all, and not on principles of iniquity, as thus far.*" Fossils and reformers have kicked against that key for over 20 years, afraid of its transcendent importance, doing their best to misunderstand its essential principles and simply trying to falsify some of the details of its application. Woe to those men! They shall be responsible to God for all the future calamities of humanity.

The fact is that parliamentary or delegated legislative government is bound to be what it has always been, viz.: "Rudimentary, masked despotism under majority or plurality vote from men badly mixed up in all that appertains to the science of government, the simplest of all. And what most of our socialistic friends propose would simply make that despotism—a finished one, for all practical purposes of real freedom."

THE CONSPIRACY OF CAPITAL.

THE WAYS AND MEANS.

(Continued from page 839.)

I come now a step nearer the real purpose of our deliberations, which is to decide not simply on the Ways and Means of preventing the people from possessing themselves 'en masse' of the property powers of the country, either by a revolution of force or by a political revolution, but to destroy utterly as far as may be the spirit of change, of insubordination or revo-

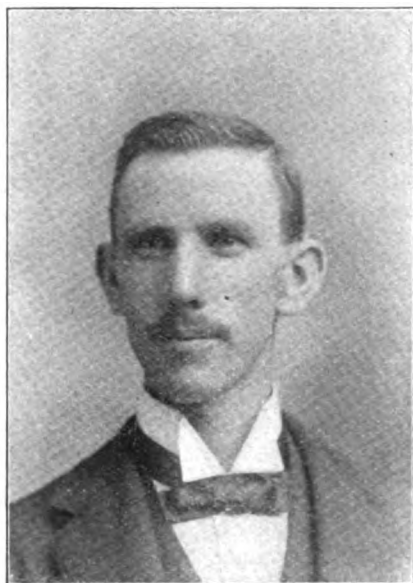
lution among the people. Your present possession must not only be made secure, but the future must be cleared of all menace, all threats, all doubts. To that end, as so accurately stated by President Gorman, the very spirit of insubordination that broods among the people must be forever quenched. The causes that produce this spirit of unrest, of discontent, of insubordination among the lower classes, have also been very tersely stated by Mr. Gorman as prosperity, education and political power beyond their station. High wages result in a standard of living and a hope that is very destructive of the proper class feeling and respect which the wage-earning people must for their own good and the good of society and government be brought to possess. Like the peasant in the poem, it causes 'a vague unrest, a nameless longing to fill their breast; a wish they hardly dare to own, for something more than they have known;' not only that, but a relative high standard of living raises correspondingly what I may term the Level of Despair. That is, the Level of Despair follows closely the accustomed standard of living. But a curious property of this Desperation Level is, that it can only be reached by a sudden drop in the standard of living. If the latter is lowered gradually, the level at which despair and consequent desperation is reached keeps steadily below it, until a people can



G. F. TAYLOR,
Representative Scranton, Pa., Division No. 87.

finally be brought to live very contentedly in a state which if they had reached sud-

denly would have seemed desperate. This fact must be taken into consideration by



J. J. HOLT,
Representative C. & O. System,
Division No. 40.

you in the general lowering of wages and consequent standard of living which you are contemplating for the people. For I warn you, that the level of despair must not be reached by a majority of our people at any time; for if it should be, all our calculations will have been made in vain. Despair and desperation can no more be controlled by calculation or reason or foresight than could formerly 'spontaneous combustion.' Your organizing power, your power over organization among the people, would prove to be but a rope of sand. Make a cut in wages, sudden, deep and general, and the beast that now fawns upon you and cowers before you in chains that seem to us beyond his strength, will break them like threads and turn and rend you and destroy you.

"But wages may be safely lowered gradually and systematically, or suddenly among now one class of laborers and then another, as you may have some special purpose to serve in the industry in which they are engaged. The working people, too, must firmly be made to understand that a general lowering of wages and standard of living is

inevitable from natural causes, such as increasing density of population, fiercer competition of one section of the country with another, greater purchasing power of money and natural over-production incident to the use of labor-saving machinery in industry. That this last will result in producing a large and permanent class of unemployed cannot be doubted; and to that fact must the people be brought to accustom themselves. This class, the unemployed, while miserable in the extreme, I regard as very useful and necessary, not to say indispensable to our modern scheme of industry and civilization. They can never prove dangerous, for their numbers must always be but a tithe of our population. What are a few scattered millions among our teeming populace, and besides those forced into that class are ever in the main the shiftless, wavering, weak, incompetent creatures who do but cumber the earth under any circumstances, and their level of despair is so low that their maintenance will always be an insignificant item to society upon which they must depend. They seem to realize that it is a great charity to permit them to exist as best they may, and are consequently grateful to be granted such permission. They are indispensable to us, however, for they are the greatest levers we have in breaking the efforts of labor organizations and in forcing continually lower wages upon the employed. The unemployed man is always so much more dependent than the employed, and his standard of living so much lower that he always regards the latter as a very lucky fellow, whatever his wages may be, and, as a general thing, stands eagerly ready to take any abandoned place opened to him. It is chiefly by means of this utterly dependent class that the dependence of the whole body of wage-earners is finally to be irresistibly effected. A few judicious turns of the wage-screw and they will all realize and feel this dependence, and when they are in fact industrially dependent upon you, and feel and realize it, they are yours. To effect this, the wage-rate must continually be so adjusted as to keep the standard of living among our lower classes too low for unrealizable hope, too high for utter despair.

"The second in our trio of insubordination breeders, 'education beyond their station,'

cultivates the spirit of insubordination in much the same way as 'over-prosperity' does. It creates in the people a desire for a standard of living above their class, and, besides, makes them dissatisfied with their fixed condition in life and unfits them for the performance of the hard duties incident to and inseparable from it. This evil must be remedied. I do not, however, believe it to be feasible to make a direct attack upon the free public school system as an institution. But there are more ways of taking the life of a canine than filling its trachea with butter. There are some really meritorious public school reforms which the people will readily accept as such without suspicion, and which will serve our purpose quite as well.

"The institution may not be diminished, but the school age, school term and school day may very properly be. This is but incidental, however. My main recommendation is to attack not the institution, but its curriculum. Gradually cut down the literary and scientific courses and substitute therefor manual training. And the press controlled by you should advocate this reform quietly and opportunely.

"Manual training, gentlemen, is the key by which a gentleman's education may be locked from the people. If apprenticeship were practicable, that would be a remedy, or, rather, would make a remedy unnecessary. But the times are changed, and the ancient and honorable institution of apprenticeship is gone forever; for apprenticeship means trades, and to-day there are no trades. Organization has destroyed them. The tenth part of a trade may be learned, the thumb or the big-toe of a trade, but no trade.

"Manual training furnishes, however, a perfect substitute in effect for the lost apprenticeship. The industrial school must more and more be made to take the place of the literary school. The hands and eyes and bodily powers of the future generations of workers may thus be educated to the purposes which they must serve in life. But as it is neither necessary nor desirable for their brains to serve any particular purpose aside from their vocation, brain education *per se* may very profitably for society be suffered to fall into 'innocuous desuetude.' As

I have said, the people themselves will take very kindly and innocently to this reform, for I repeat, it really is in many ways very desirable apart from any ulterior motives connected with it. Give the people this in lieu of history, ancient and modern languages, literature, science, economics, civil government, etc., and they will be quite satisfied if their children can but indifferently read, write and cipher."

CLINTON BANCROFT.

THE GREAT STEEL STRIKE.

Those who have carefully observed the situation in the great manufacturing districts cannot feel otherwise than confident that the powerful financier and his coterie of millionaires is confronted with quite a large-sized proposition. That the Morgan combine is aware of it, is evidenced by the newspaper articles floating around in a frantic endeavor to make the careless public mind grasp the idea that Mr. Morgan is a sort of Moses, who will eventually lead labor out of the wilderness. In Mr. Mor-



CLARENCE D. SHEERBRIDGE,
Representative Brunswick, Md.,
Division No. 26.

gan's opinion, organized labor has no claim on the attention of any intelligent business

man. Organized labor must become a corpse; and, as intimated in a certain class of newspapers, when it is a corpse, and well interred by Mr. Morgan, then he will give labor a wonderful profit-sharing scheme. But, as organized labor is still quite full of energy and vim, the great industrial revolutionist (Mr. Morgan) holds his wonderful profit-sharing scheme up his

something of inestimable value by continuing "on strike."

It is wise to bear in mind that we are evolving slowly out of a condition of cold-blooded commercialism. This being the evolutionary period, it has its trimmings of strife and suffering; and we are searching for the best road for capital and labor to travel upon in an amicable manner. Strikes



MARK FEE. A. J. DOWD. FRED PHILLIPA. C. M. ALLEN.
CHAS. A. SHERR. RUSSELL D. CLARK.

The above is a photograph of the staff of the Canadian Pacific and Dominion Government Telegraph Office at Ashcroft, British Columbia, which is the western terminus of the Klondyke Telegraph line lately constructed by the Canadian Government, Ashcroft being the relaying point between these two lines. Although a commercial office, the force is solid O. R. T. with Charles A. Sherr, Manager; Russell D. Clark and Charles M. Allen operators; Fred Phillipa, C. P. R. Lineman; A. J. Dowd, Government Lineman, and Mark Fee as bookkeeper.

sleeve, or keeps it securely hidden beneath the arrogance and selfishness of the gigantic trust he represents, hoping, perhaps, that a turn in the tide of industrial affairs may enable him to reserve it for some other rainy day.

Probably the truth of the matter is Mr. Morgan has no profit-sharing plan at all. He is simply endeavoring to win public sympathy; endeavoring to "jolly" the work- ingmen into the idea that they are losing

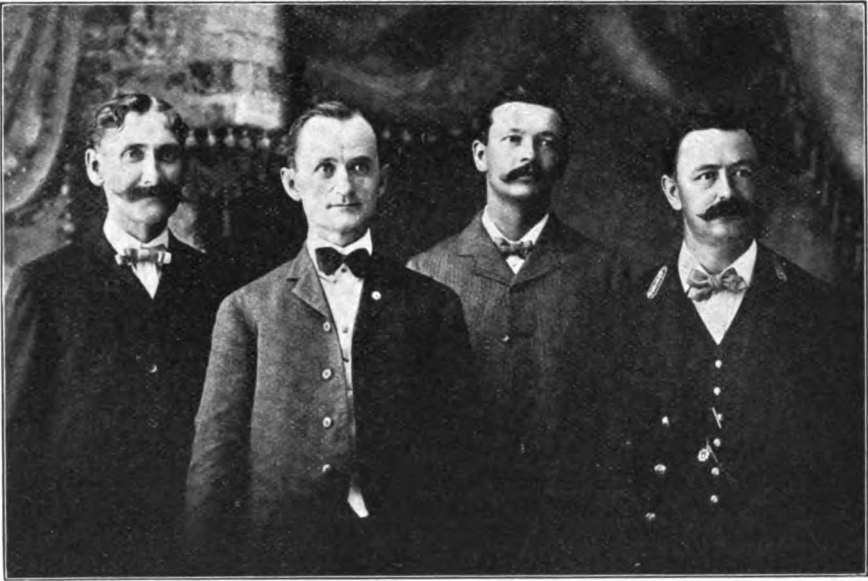
of employes and of employers are to be deplored, but they force both parties to seek such a road. The dismantling of great hives of industry because those who operate them have failed to secure as much public sympathy as they imagine they are entitled to, is a strike. One party strikes work; the other strikes at public interest, hoping to win public sympathy, etc.; meanwhile, the great questions involved are given little or no consideration. But, we are progressing

inasmuch as both parties are in controversy; and controversy is the motive force which operates for the general welfare of humanity during an evolutionary period such as this.

If there were no controversies in the industrial world, and present conditions remain unchanged, the workingmen would become simply the industrial serfs of invested capital; and invested capital would continue to accumulate its millions for the

parent that certain evils disappeared and a certain amount of good sprang up in its stead, whether the strike was won or lost.

Better for the country as a whole; better for all industrial interests, our homes and our families, that the workers have the good sense to strike when oppression and injustice become unbearable. Why? Because if there was no "strike," there might be a bloody revolution such as has occurred in other countries for no other greater cause



GEO. W. SANDS.

T. M. PIERSON.

L. B. BENNETT.

J. E. SCHU.

GENERAL COMMITTEE D. L. & W. SYSTEM, DIVISION No. 82.

enrichment of the few without any more regard for the interest and welfare of the many than the farmer has for a yoke of common oxen that pull the plough—not even as much.

Therefore, as I have frequently stated in THE TELEGRAPHER, every strike is a great object lesson. It presents to the careless public mind conditions and contingencies which otherwise would never receive serious consideration. Out of every strike, be it won or lost, springs good results, because the revolutionary action upon the part of the workers has excited discussion and inquiry. There never was a strike of workers that could be truthfully classified as a failure, because the fact remains ever ap-

parent that certain evils disappeared and a certain amount of good sprang up in its stead, whether the strike was won or lost.

Organized labor is not the only component part of our great public that is objecting to unjust usurpation of rights and privileges in the interest of the other component parts that go to make up the citizenship of this country. There is no losing sight of the fact that many eyes are viewing with dissatisfaction, not only usurpation of power in the industrial world, but in governmental affairs, which are also in course of evolutionary progression. The great steel strike (like all other strikes) should,

and undoubtedly will, bring about good results. Submission on the part of labor to



J. R. T. AUSTON,
Representative Fort Worth, Tex.,
Division No. 19.

the tyrannical mandate of any gigantic industrial combination is dangerous to the best interests of labor; but the fact remains, that both parties should "get together" and adjust differences injurious to the general public welfare so long as they cause such serious contention as now prevails. Public welfare, however, should not require organized labor to submit to the arbitrary will of organized capital. Neither should public opinion demand the disorganization of labor unless it also demands the disorganization of such combinations as the United States Steel Corporation. And, honestly quoted public opinion does not condemn labor for defending itself, but deplores the strike as a weapon. It is to be regretted that labor has no other weapon; and labor deplores that fact.

J. R. T. AUSTON.

"MACHINE MEN."

Having taken quite an interest in the typewriter discussion, and having had some experience with the machine, I will just ask your attention a few moments,

I have used a machine for almost two years, and find that a person can not only do their work easier, but better and neater than with a pen. However, when it comes to using the machine we have several things to take into consideration. Of course, if we had all one form for train orders and messages it would be a very easy matter to use the machine both for orders as well as messages, but having several forms to use I hardly think a mill very convenient for all-around work. In the first place, a man who can not copy good enough with a pen to copy an ordinary train order should not be trying to copy one. If he isn't competent to copy an order with a stylus he certainly is not competent to take an order. Then where we have, say four stalls in a table, we have perhaps two, perhaps four dispatchers to work with, besides the message work. Now, let me ask have we time and inclination to carry our mills to each wire every time called for an order? Of course, where we only have an order every once or twice a day it is a dead easy matter to copy them on a mill, but where we have any amount of work to do, and have to copy, perhaps, a dozen orders in a string, I don't see how we are going to arrange to tear them off—the exact amount of copies—place it in the machine, turn it up to the place provided for the number of the order and keep up with the dispatcher. Undoubtedly orders and message work done on a mill are more plain, but is the typewriter practicable for train orders?

I think "An Old Stylus Man" takes a very good point of view, in the August number, "Are the railroad companies willing to pay for the advancement there would be if we all used mills?"

Another brother takes the stand that we should not purchase our own machines. Now, brother, that would seem that we do not care to advance in our achievements. I think if we were all good mill men, and the railroad companies are satisfied that machine work is better, and there are men competent to handle them, and demand it, they will furnish machines the same as they do other office equipment.

I have used a stylus and pen, and also am a "mill man," and consider myself quite

competent to handle the machine, but as the brother says, "Are the railroad companies willing to pay us for the achievement?"

Faternally,

"A HAM."

FROM THE PHILIPPINES.

If you will allow us a few lines in the columns of your journal we will try and tell you something about the telegraphers and what they are doing in the Philippines. It is pretty warm over here now and in the southern part of the Island of Luzon we understand the boys go boat riding every day; that is, it rains in such torrents that it is no trouble to leave the office steps in a boat. We understand our friends at "G" Guinayangan relay office, are in the habit of jumping out of the window for a bath.

A good many of the craft have gone home recently, but we have a few warm members yet. In "M," Manila main office, we find Sergt. Shane as chief operator; Sergt. Gill, night chief. The writer is not acquainted with many of the operators in "M" office, as we only work one wire into Manila, it being the only wire south out of Manila to the Camarines. This is a circuit of about three hundred miles. There are about fifty offices on this circuit, including six heavy relay offices. The boys have a habit of clearing all business before 8 p. m. of each day, and say they do business in a business-like manner.

Calamba, "CA," is the first important office out of Manila. We find as chief, "SM" Sahm, Oprs. Harris and Sanford.

Tayabas is the next. We find "JI" Ward as chief, and Opr. H. H. Smith. Also, A. D. Smith, extra man.

"CN," Lucena, Murch holds the title as operator.

Pagbilao, we find the soldier boy, Mr. Session, a new arrival in these islands. "S" has the pleasure of saying he staid in town while the rest all left.

General Emilio Zurbano, Military Governor, Province Tayabas, under the insurgent government, surrendered on Monday, July 15, 1901, at "W," Pagbilao. The operator was the only American soldier in the town. In Zurbano's terms of surrender he asked that the operator be left at this sta-

tion. He, Zurbano, guaranteed the safety of said operator, but we understand that when our brother "S" saw the negroes coming from all directions and some unfortunate negro let his gun fall and it was discharged accidentally, our brother did not care to remain in "W" any longer. We understand he made an eight-mile run in two hours. We understand he don't sabe gugus for commanding officer. Well, we will endeavor to obtain a clear statement from our brother "S" when he returns to "W."

At Atimonan, we find days, Continental Hooe as operator; Barrett, nights. Also Sergt. Fitzgerald Lee, well known to Signal Corps boys, as "GEO." Sergt. Headington, Corp. Wheaton are also temporarily stationed at Atimonan.

We understand that Lieut. Stamford, District Signal Officer, with office at Atimonan, is preparing to string a second wire from Atimonan to Guinayangan, which will prove a very beneficial wire, owing to the increase in business from the South.



S. S. COMER,
Representative A. T. & S. F. Ry. System,
Division No. 23.

Lieut. Stamford, Sergts. Lee and Headington are recent arrivals from China. They



J. D. TURNER,
Representative Missouri Pacific R'y System,
Division No. 31.



FRANK S. TRICKEY,
Representative A. T. & S. F. R'y System,
Division No. 23.



WILLIAM CLANCY,
Representative Erie Railroad System,
Division No. 42.



B. E. CROUCH,
Representative B. & L. E. System, Division
No. 51

tell us that the American system of slinging lightning is ahead of any other nation in the world. "Guess we are."

Well, as the scrapping is all over in the Philippines, guess some of the Signal Corps men will be looking towards home in the near future. From all accounts we understand that every operator in Co. "E" and Co. "F," of the Signal Corps, will be discharged between the months of December and April, 1902. From the manner that the operators have been treated by the United States government we are thinking that Uncle Sam will have to import a transport load of his Fort Myer operators. Judging from the way some of these men work, we are of the opinion that telegraphy will be a thing of the past. When these men arrive, they will have to inaugurate a telephone system or a better mail service, if they ever get any business through.

With my best regards to the telegraphers.

J. H. DRATT, "KN."

THE WASTES OF COMPETITION.

BY W. H. STUART.

There are, practically, only two methods under which modern industry can be carried on. First, by individual initiative, under a system of more or less fierce competition, or, second, under some form of public ownership of the means of production and distribution.

Under the former method, which now prevails, each separate member of society starts out to make his living in the way and by the methods that promises to yield the maximum return in wealth for the minimum expenditure of exertion in labor—physical or mental. Under this system there will be, obviously, no general organization of industrial forces looking to the common benefit. On the contrary, each man learns and pursues a particular trade or profession, not knowing how many others are doing likewise, or are needed in the various departments of industry.

This system, or, to speak more correctly, want of system, entails an enormous waste of, not merely labor—physical and mental—but also of land and capital.

Men learn trades and professions or engage in business only to find that the mar-

ket for their labor is glutted. One man builds a factory to carry on some form of manufacture. By the time the business becomes profitable a competitor enters the field and by superior capital, or business management, or by unscrupulous methods, succeeds in driving out the original investor, or by dividing up the business makes it unprofitable for both. And so it goes; each competitor striving to increase his share of the wealth at the expense of all other competitors. It is true there are certain rules of the competitive game that must be observed. We may not get rid of

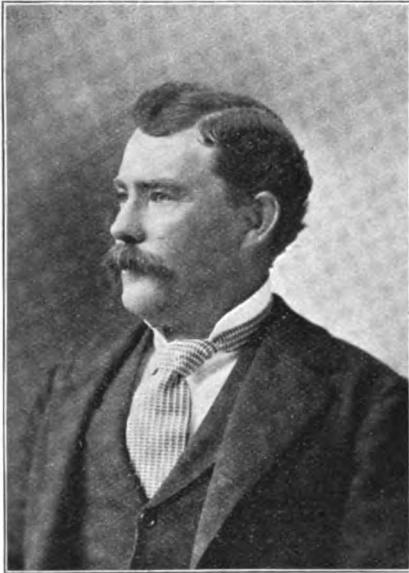


G. F. WILLIS,
Representative C. & O. System, Division
No. 40.

troublesome competition by killing our competitor, or by burning his store, factory or office. Nevertheless, a strict observance of the allowed rules frequently leads to results quite as disastrous. Whether we kill and eat our competitors at once, as our cannibal ancestors did, or by fierce competition in trade, honest or the reverse, drive him to starvation and despair, really does not make much difference in the final results. Neither method is ethically defensible.

When we reflect that 96 per cent of all who engage in business fail at some time or another, we can better comprehend the en-

ormous waste of capital and labor, the agony, degradation and despair which results from industrial competition.



T. W. DUFFY,

Representative Macon, Ga., Division No. 75.

The average worker who lives by the sale of his labor-power is apt, ignorantly, to regard this enormous waste with indifference, as something, indeed, that does not concern him, or perhaps, on the contrary, he regards it with satisfaction as "good for trade"—making a better demand for his commodity—labor. Such people would be greatly surprised to know that all the wastes and losses of industrial competition are borne exclusively by the class, who, like themselves, labor productively.

Society may be divided into three classes: First, the class of real producers of wealth, farmers, mechanics and others whose labors, physical or mental, directly produce tangible wealth, or whose services tend toward the betterment of society. Second, the large class whose labor is unnecessary and unproductive. This class includes a large proportion of the retailers, solicitors, commission agents, brokers, bankers and middlemen, who infest competitive industry and prey on productive labor. The third class comprise landlords, capitalists, as such, the

idle rich and the unemployed poor, all parasites, pure and simple. Now, as wealth is the product of labor exclusively, it follows that the first class named, the actual producers of wealth, must support the other non-producing classes. So that it would seem that it is not a matter of indifference to the average worker how industry is carried on if all the losses and waste fall upon his shoulders.

We often speak of the enormous profits of the employing classes and the injustice of the inequality in the distribution of wealth. But as a matter of fact, such unearned wealth is a mere bagatelle in amount in comparison with the enormous amount wasted in land, labor and capital through misdirected effort due to an insane system of competitive industry. This waste is so enormous that under a scientific organization of the industrial forces of society we could continue indefinitely to pay the industrial parasites their "rent" or "interest," and yet have enough left to support society in plenty, if not, indeed, in affluence.

Take some illustrations of the enormous wastes in competitive industry. The business portion of the city in which I live is built on land whose average value is, probably, \$500 per front foot. On this land there are hundreds certainly, and perhaps more than a thousand of shops, stores, offices, etc., the rents running as high as \$500 or more per month. Each keeps a separate corps of clerks, solicitors, salesmen, cashiers, bookkeepers, managers, etc. Under proper industrial organization the business done on this land could be done on one-fiftieth of the area, with one-tenth of the capital, and the same proportion of effective labor. This waste of land, labor and capital is added to the cost of production and is paid for by the productive consumer. Take a special illustration of the insurance business. The offices are numbered by scores. Most of these separate offices have their outside solicitors, inside clerks, typewriters, managers, etc. Each pays separate rents, electric light, gas and water bills, etc., while each different insurance company has its general as well as local managers, traveling loss adjusters, and so forth.

Under municipal, State or national operation of life and fire insurance, nine-tenths of the expense would be eliminated. The entire business of fire and life insurance for the city might be done in three or four rooms in the city hall, with one-tenth the force now engaged, and at a reduction of 50 per cent from present rates. We have also a score or more banks, each with its separate building, separate president, corps of clerks, cashiers, janitors, etc. All this business under public control of the medium of exchange and of banking could be transacted in one central building, with one general manager, and, probably, one-fifth the labor and expense required under present methods, the cost of which is paid for in an increased discount rate on money, which again reappears in increase in price of commodities and services paid for eventually by the productive workers of society.

Carry this idea into the thousands of unnecessary stores, commission houses, solicitors, etc., and we can faintly imagine the enormous burden under which productive industry groans.

It has been estimated that the cost of traveling solicitors in the wholesale trade exceeds \$1,000,000,000 annually, while a sum still larger goes for advertising, which sum enters into the cost of every article we purchase. Competition between individual capitalists to get the largest possible share of the total business, compels each wholesale merchant to keep outside solicitors. To the consumer it is a matter of indifference which particular merchant does the largest share of the trade. Nevertheless, the productive worker pays all the cost of this wasteful competition. Not only pays for that particular form of waste, but also pays for all the risks and losses of competitive business, the losses resulting from unprofitable business ventures, failures through excessive competition, through defective business management, through overproduction in excess of effective demand,

etc., for all these wastes and losses are inseparable from private and irresponsible control of industry. In estimating profits in competitive industry those wastes and losses must be taken into account and provided for in the selling price of all commodities and public service. Excessive profits are justified on the ground that the risks of competition are great; that large profits at one time are equalized by great losses at another, so that average returns to capital must be computed on the basis of making good all risks, losses and wastes in the cost of competitive industry.

Nearly all this excessive waste and loss would be saved under a scientific organization of industry carried on by society working co-operatively for the common benefit.



J. L. HUGHES,
Representative Philadelphia, Division No. 30.

"But," you say, "that would be socialism!" Well, suppose it is; only the ignorant are frightened by that word now.



FRATERNAL

Chicago Commercial Notes.

Last month's notes were read with great interest here and in several large commercial centers. There is no good reason why the railroad



W. J. BOHON,
Representative Portland, Ore., Division
No. 50.

boys should send in better write-ups than the commercial boys. The assassination and death of President McKinley caused an immense amount of extra work and many of us were compelled to work twenty-four to thirty-six hours without rest.

Here at "W. U." there have been no changes worthy of comment. Boys making lots of money and Louie sitting on his throne as usual. Up in the City Lines Department we have been exceedingly busy and we have taken all of Murphy's stars.

At Grand Central Depot we find E. A. Leekley, a youngster from the messenger force. On January 1 the Rock Island will use this station, while building its new elevated depot, which is to be one of the finest structures of its kind in the world.

At Englewood Mr. Ford is holding his own, nights, with Sister Ella Foate as day manager.

At Woodlawn we have two lady operators, Miss Carrie Roth and Miss Alice Bagshaw.

Mr. Michael Conerty is holding down W. U. interests at Hammond, while Mr. Vesey looks after Postal. W. U. pays \$20 more per month at this place than Postal, with shorter hours.

The Labor Parade, which was the largest and grandest parade ever witnessed in Chicago, lacked a class of marchers who need unionism the most, viz., the telegraphers. Why not march in next year's parade.

At Postal there have been many changes. As usual, they have caused heart-burnings and perhaps scalding tears. Mr. F. B. Otto has been promoted to assistant chief, New York Division, vice W. G. Phillips, resigned account of reduction because he could not rawhide the boys into doing more work for the money the company pays them.

Mr. Jerry Murphy has also been promoted to be assistant chief of City Lines Department.

We would suggest that the superintendents of telegraphs of railroads who wish their \$40 operators to copy train orders on typewriters, to inspect the Postal system. The Postal compels every operator to own a typewriter, to copy every message on it, to keep the machine in mechanically perfect condition. Failure to do so means immediate discharge. Should machine get out of order during working hours, operator is marked off duty and not permitted to work until his machine is in perfect condition. The alignment must be absolutely perfect. The brokers furnish the machines to their operators. The W. U. furnishes over fifty machines in its Wheatstone Department. Why should not the Postal do likewise, or at least use a little common sense?

Among the new arrivals are: L. T. Townsend, Mr. Lowe, Jack Touhy, M. S. Anderson, Ned Warren, Mr. Bigelow, Herman Ditch, Mr. Hanson, Miss Wigton, Miss Brown, Ed. Foate, Tony Gallagher and many others.

Mr. Rollins, Wm. Robertson, David Duff and Mr. Simpson were sent to Buffalo to help out at Postal there.

Arthur Lassman and Tom Powers, all night chief at Postal, are among the recent benedicts. F. C. Williams is happy over arrival of a five-pound boy at his home, Sept. 14.

J. P. Browner has embarked in the cigar business. He says he thinks he can beat O.S'ing.

Bro. Jim Dennison, one of the finest commercial operators in the business, has been very sick for several weeks, but has now recovered sufficiently to return to work at the *Record-Herald*.

C. F. Fuhrman is now sending press at the Scripps-McRae Bureau.

Otto "Beans" Hænsler has returned from Pennsylvania, where he has been O'Sing, and now with W. U. at South Water street.

Mr. M. J. Buckley and W. H. Ridge, who have been quite sick, have now recovered and are working light circuits until their strength returns.

Mr. R. A. Hussey, who was dangerously ill for six weeks with brain fever, is now with us again and looks none the worse for wear.

MORE ANON, 32.

Southern Pacific Railway.

Southern Pacific Division, No. 53, has just finished the count of their recent election, resulting in the selection of the following as officers for two years from Oct. 1, 1901:

General Chairman, W. E. Davidson, Oakland, Cal.; Assistant General Chairman, for the Pacific System, F. D. Smith, Chino, Cal.; O. P. Bates, Orland, Cal.; F. S. Thompson, Blaisdell, Ariz.; Assistant General Chairmen for the Atlantic System, Leo Levey, Eagle Lake, Texas; J. M. Vonau, New Orleans, La. Representatives to Grand Division: Delegate, J. H. Whited, Sacramento, Cal.; alternate, E. L. King, Verdi, Nev.; delegate F. L. Donohoo, San Jose, Cal.; no alternate; delegate, E. T. McNeil, Ontario, Cal.; alternate, F. S. Thompson, Blaisdell, Ariz.; delegate, W. C. Beck, Longfellow, Texas; alternate, J. P. McKellar, Marathon, Texas; delegate, D. B. Saffold, Beeville, Texas; alternate, Leo Levey, Eagle Lake, Texas; delegate, W. B. Hayes, Colmsneil, Texas; alternate, D. J. Matthews, Houston, Texas.

The following were elected local chairmen:

O. P. Bates, Orland, Cal., Sacramento District; L. N. Buttner, Pt. Costa, Cal., Western District; F. D. Smith, Chino, Cal., Los Angeles District; F. S. Thompson, Blaisdell, Ariz., Tucson District; J. P. McKellar, Marathon, Texas, El Paso District; Leo Levey, Eagle Lake, Texas, Houston District; W. B. Hayes, Colmsneil, Texas, Sabine District; J. M. Vonau, New Orleans, La., Morgan District; F. G. Wetzels, Mayfield, Cal., Coast District.

F. G. Wetzels having resigned as Local Chairman of the Coast District on account of inability to attend to the duties, a special election will be held during October to fill the vacancy.

A special election for Assistant General Chairman and Local Chairman for the lines in Oregon and Local Chairman for the Salt Lake, San Joaquin, Victoria and Louisiana Districts will also be held during October, the members of these districts having failed to make nominations in a proper manner.

Under the new arrangement the General Committee may be composed of the six Assistant General Chairmen, together with the General Chairman or the Local Chairman of the fourteen districts and the General Chairman, the idea being not to convene the entire fifteen members at any time unless the matter was one of vital impor-

tance, it being the opinion of the management that the smaller committee will be able to handle all business needing attention, and this committee will not be called together unless the case be one of importance and not able to settle by correspondence.

During the month of November an election by mail will be held by the entire General Committee to fill the offices of Vice-General Chairman and General Secretary and Treasurer for the ensuing term. This election should have been held this month, but the failure of the members in several districts to nominate and elect Local Chairmen at the regular election makes a postponement necessary.

The affairs of the division were never in better shape than they are at the present time, and a few months should suffice to pay off the indebtedness contracted by the former management.

The relations existing between the Southern Pacific Railroad Company and the division were never more pleasant. Bulletins are being issued frequently in all of the various districts and the entire agreement is being lived up to in every respect.

Sixteen cases of alleged errors and failure to deliver train orders were turned over to the present General Chairman by the former administration. Four of these cases have been settled and the members are again in the telegraph service. The remaining twelve cases are in process of settlement and the indications are that most of



H. G. MCCARTHY,
Representative Utica, N. Y., D.

them will be arranged satisfactorily in the future.

The division has lost some members on the lines in Oregon on account of a personal feeling occa-



W. H. ALLISON,
Representative Canadian Pacific System,
Division No. 7.

sioned by the action of President Dolphin in suspending our former officers and we have lost an occasional member in other districts from the same cause. This loss should about be offset, however, by the addition of new members, which are being received constantly.

W. E. Davidson, General Chairman of this division, who was appointed in May last by President Dolphin and whose appointment was subsequently ratified by the General Committee and who has just been elected for the ensuing term, is a telegrapher of long standing, having commenced work for the Southern Pacific Company as night operator at Blue Canon, Cal., July 1, 1877, and has been in the telegraph service of the company the greater portion of the time since, having filled the position of agent at Emigrant Gap, Cal., operator at the general office, San Francisco, operator at Sacramento, Cal., and for the past twelve years train dispatcher, third, second and first tricks at Sacramento and Oakland Pier, Cal.

D. W. Koffikus, the present General Secretary and Treasurer, is an "old-timer" with the company, having been operator and agent at various stations on the system, and is at present agent at East Oakland, Cal.

The result of the election just held gives entire satisfaction to the membership and the future of Division No. 53 could not look brighter.

CORRESPONDENT.

Western Division, Cal. P. District—

Here goes, and the first man that kicks at my cooking will have to do it himself after this.

Glad to see something from Coast and Tucson Districts. A Tucson man says to send our "stuff"

to Division Correspondent; didn't know we had any.

Benicia, W. Dwyer, agent, an old-timer; night operator is a new man, but is a "cracker-jack." Bro. H. S. Sherry, who was the permanent night operator, was accidentally drowned on June 23. His relatives lost his insurance just because he was a little behind in his dues. Boys, you "13" if you wish to leave your loved ones a little egg, better keep paid to date.

Goodyear, Amadon is day operator; Bro. Hall just resigned to go mining; W. D. Ferren has the place temporarily.

Suisun, agent, O. R. Sheppa, also an old-timer, Do not know the night operator.

Batavia has a figurehead agent; Geo. Caley, night operator, an ex-O. R. T. boy. His stronghold is grass widows.

Batavia has a figure-head agent; Mr. Grover is operator. We never hear much from him; guess he has gone in his hole and pulled it in after him.

Dixon, J. D. Grady, agent. You talk about your fine fellows to work with, from what I am told Whitmer, of the Coast, wouldn't be in it. Mr. Beard, a new man from Ohio, is night operator. "EA" has a new type-writer and was inquiring the address of our secretary and treasurer the other night. Guess he is going to send Bro. Koppikus a nice type-written letter, doing the right thing.

Davis, H. N. Filbert, agent; he's the boy that can "rush 'em." Night Opr. Laniphere is just back from his summer vacation from the Yellowstone Park and Buffalo.

Webster, Wren, days, and Malley, nights; two red-hot liners; both broke eight days after pay-car. They live in Sacramento, and if you wish to call on them, you better dig up your oyster can. Certainly their cards read "Good until December 31, 1901."

How is this? Shall I do it again some time?

A MEMBER.

Michigan Central Railroad.

Canadian Division—

It has been reported for several months now that the Order is in a flourishing condition, as far as being well organized is concerned, and why is it so? Simply because the boys on this division have enough business ability about them to try and look after their own interests, and know a good thing when they see it, which is an up-to-date membership card of the O. R. T. Any one that will not look to his own welfare, certainly cannot succeed in the line of promotion in any kind of business, for if he is not capable of improving his own position, how can he be expected to advance his employer's interests?

When the attempt was made some months ago to thoroughly organize this division for the purpose of securing a schedule, the response came almost from every man, thereby signifying that they wished something to be done to advance their business interests, and as we are all well

aware that when we have paid our dues we have done our part and the rest remains with those in the lead. But what they have done is yet to be seen. It begins to look very much like the missionary meeting I once heard of. As each one was asked to contribute they responded by giving what they could, and at the same time suiting a verse of Scripture to the occasion. This was the expression of one: "A fool and his money are soon parted." That will be about the expression of the members of this division, if our officers do not make a showing soon. As we are at present receiving scarcely sufficient wages for a man to support and educate his family properly, by working seventy-two weeks in a year—as we have to be on duty twelve hours a day and seven days a week, making each month about five and a half weeks long, in comparison with others who are only required to work six days a week and ten hours a day, with no responsibility such as we have—would it not be about as wise to use what we are required to pay to the Order for the benefit of our families, if we are not to receive any benefit from the Order this year, as we certainly will never be in any better condition again to go before the management, as there will no doubt be a very great dropping off in the present membership, through disappointment in not seeing the promises fulfilled which induced them to become members; and it will also be a hard matter to make the "nons" believe they will receive any benefit from the Order, if instead of success we receive disappointment at the hands of our officers. Those members that have become discouraged before and dropped out will surely do so again, never to return to the Order again. It will mean years before this division can be made as solid as it is at present.

It may be that our leaders have good reasons for not making some attempt at securing a schedule. If this is the case, they would confer a great favor upon those members not acquainted with how the work is being carried on, by making the facts of the case known.

Boys, we are working for an up-to-date company, and why cannot we be up-to-date by securing a schedule? If our officers cannot, or will not, attempt to secure a schedule for us, why not prepare a petition to present to the management? If we do not ask we certainly cannot expect to receive.

Another fact that is quite noticeable is that there have been quite a few students put out to work quite recently. That has rather a bad appearance. If our members have the right spirit to aid in the work they surely will forsake their old habits.

JIM.

The September issue of THE TELEGRAPHER was the first in many a month in which there was nothing from this Division. What is the matter, boys? Are you all waiting for some one else to do the writing? You all have the privilege of writing something for THE TELEGRAPHER, and

why don't you take advantage of it? Surely you are not satisfied to see one or two of the brothers do it all. Come on, boys; wake up and take an interest in the Division, and do all you can to help it along. There is not a man on the road but who is disappointed if he cannot find something from Niagara Falls Division in our journal every month. So try and see if you can help a little, so that we will be represented in each issue. Some of the brothers are kicking and finding fault because they seem to think that we are not doing anything. Let me tell you, boys, just because you do not happen to hear very much, do not think that we are dead. Remember the world was not made in a day. It takes time to get everything in first-class shape, and I can tell you that C. S. Division of the M. C. R. R. was never in better shape than it is today. You have all heard that old proverb, "Sunshine always follows rain." Well, we have been in the rain a long time, but it will not be very many more moons before we are in the sunshine. There are a few, too, who have not paid their dues for current term. Now, boys, you know that is not right. You must remember it costs money for our committee to work, and you should pay up at once. Although the ones who have not paid are few, still every little helps. So try and see if we cannot have every member paid up by next pay-day.

I understand some of the boys are taking students again. Surely that is not right. A few



H. J. DEGRW,
Representative Scranton, Pa., Division No. 87.

months ago I do not think there were half a dozen on the road, but they seem to be springing up

again pretty lively. St. Thomas office seems to be doing a land office business in that line, but



A. C. WILSON,
Representative M. K. & T. System, Division
No. 22.

we all know that the boys there cannot prevent it, as the students there are all put on by the superintendent.

Well, I am beginning to think this will never get by the goat, so I guess I had better cut off. Well, boys, try and take a little interest in the Division, and write something, so that we will be represented each month in THE TELEGRAPHER. If this escapes I will come again.

Yours, in S. O. & D.,

JAKE MOON.

Chicago & Northwestern Ry.

Madison Division—

It seems we must have arrived a little too late to appear in the last issue with our tale of woe, or else Bro. Perham gave us a taste of blue pencil, so we'll try to get 'round in time to show up this month.

Bro. Porter, sorry you failed to get in, but come again and we will try to give your forthcoming book of "Life in the West End" a good review, anyhow.

Lake Mills has enjoyed a change lately, our genial friend, Tom Fitzgerald, going to Galena to take the agency, and taking his operator, Billy Williamson, along with him. Aug. Bass and Harry Ralph go to Lake Mills.

D. F. Blackeny has left the troubles of Riley's, on the west end, to work nights at Wonewoc, and Hugo Wollmer takes Riley's Station.

Geo. Dash has resigned at Kirkland, so we "13," but don't know what his future ideas are.

Frank Loos went to Kirkland in Dash's place, and was in turn relieved at Caledonia by Ole Johnson. Ole seems to like the board at Chamberlain's, and he's all right, too. We know, for we put in our time there and still recollect the time when "Bish" put the cranberry pie in the old man's chair, or accidentally(?) dropped the beet pickles in the sugar bowl. What times we had, but alas, they return no more, and without doubt "Mother" Chamberlain—bless her—rejoices.

Billy Himmler has been putting in his best licks at Jefferson Junction lately, while W. A. Cope-land was away on the annual excursion of the ticket agents to Toronto and Buffalo and other Eastern places of interest. "Cope" reports a fine time.

Joe Elger, after a few days at Lake Mills, has resumed his labors at Waukesha.

Joe Bodenberger has been putting in his time lately relieving agents at London and North Greenfield during the State Fair.

J. C. Stephens has resumed the Layton Park agency and Fred Case, we "13," is to go to Kirkland.

Tower "CY," Chase Yard, is opened up, with Will Sullivan in charge. That's a hot job, Billy.

Frank McIntosh, of Lodi fame, was putting in a few days on the cross line, relieving Boss at Lake Mills and Graves at Cottage Grove during their lay-off.

Ila Mathews, after a chase on the extra list, is now located at Kirkwood, days.

Opr. Stanton, at Tower "JR," Janesville, and Mr. Waterman, at Janesville, nights. Always took that for a Wisconsin Division job, but seems not.

Chas. (Ole) Elger has been paying a visit to the folks at Calhoun, but didn't learn who held his job down for him.

Business in all lines seems to keep up its terrific gait and no sign of a let-up.

CERT. 376.

Ashland Division—

There seems to be a fever of changes on this division of late, almost everybody getting a chance to move to more or less congenial quarters. Can only get a line on a few of them at this writing.

John P. Condon, at Belgium, to relieve R. J. Hertz.

W. J. Graves, of Wittenberg, is relieved by Wm. H. Plummer.

Hazelhurst Junction, Saml. G. Warner, vice P. J. Netzing.

Hatley, Wis., Herman Fiker, vice C. F. Mosier.

J. P. Mosling, of Mosling Station, retires in favor of Philo Derr.

Some of the later changes:

T. H. Welland to Split Rock, in place of John E. Strande, and W. H. Plummer is relieved at Wittenberg by D. R. Hickok.

Mat Schumacher, at Tigerton, vice H. W. Pinney.

W. W. Kleckner goes from Monico Junction to Woodruff, to bill lumber, vice Wm. E. Mountain, and John L. Green, from State Line to Monico Junction, and J. A. McDonald to State Line.

Alf. B. Hauser relieves Mr. McDonald at Mercer.

Birnarnwood, John F. McDonough, vice D. R. Hickok.

Elmhurst, Alex. Butler, vice J. F. McDonough. Ringle loses A. E. Butler, whose place is filled by Arthur H. Blomgran.

That's all the changes I can get a line on this trip. Now, some other Brother come forward and show up the progress of the Order along the line, which, I'm sorry to say, is not very swift at present. CROWLEY.

Wisconsin Division—

WANTED—A regular correspondent to represent this division each month in the columns of the official organ. Whoever has the time and inclination, please apply to Bro. Ransom, who will be more than pleased to appoint some one to keep us represented each month. Some of you night-hawks, who have nothing to do but sleep all night, might improve your time a little and also help sustain interest in the Order by doing this. Wake up, somebody, and come on! This must be my finis, as I move to pastures new.

Scragging with the trick man seems to be a favorite pastime lately with the "owls" on this pike, some of the boys going so far as to resign, but I guess it was reconsidered after the air had cooled off. But oh my! even the stars twinkled in dismay as the awful talk burned along the wire. But once more "all is quiet along the Potomac."

"The laborers' special" is the latest. Some of the Chicago "elect," who have been compelled to ride in the same car with the laborers of that great city, in order to reach their suburban homes, raised a howl about the "sweaty laborers" offending their sensitive smellers, which has resulted in the company putting on a special suburban run for these despised laborers. I believe, with David Harum, that half or more of these people with the offended olfactory nerves would duck their head if some one should cry out "low bridge." But still, one could hardly expect them to wish to associate with sweaty laborers, even for a three-minute ride on a railroad train.

Ed O'Byrne, operator at Watertown, has just been checked in as agent at Juneau, vice J. B. Harris, who resigned to go braking. Our friend Zillie has the operator's troubles at Watertown now.

Geo. Grimes has been acting as agent for some days in place of G. A. Pratt, of Fort Atkinson, who is taking in the ticket agents' annual excursion to Toronto and Buffalo.

Jack Faller, days, and Bingham, nights, at Fort Atkinson, meanwhile.

A few of the changes on this division lately: Geo. Homrig, vice O. E. Behm, at Wilmette, Ill.

Jas. A. Wilson, vice C. C. Van Duyn, at Ravinia.

Wm. M. Blake, vice A. J. Wilbur, at Ripon.

W. W. Young has left Clyman for parts unknown. Henry A. Becker now holds the reins at Clyman.

C. R. Lindow, vice C. E. Armstrong, at Oak Center, and Armstrong goes to Appleton Junction, vice C. M. Garmon.

Greenwood Avenue opened up as a freight office, Pat Scanlan in charge.

Jas. E. Miller, vice R. M. Stapleton, at Zion City, the stronghold of "Elijah" Dowie.

Geo. Hochrien, vice Chas. R. Lindow, at Malone.

The new line from Princeton to Marshfield is now well under way and several stations are opened up, with offices in anything from a keg to a lumber yard. Several of the boys on the line are investigating the new line's prospects for a job. Div. Cor.

Iowa Division—

Bro. John W. Reese died at his home at Linn Grove, Iowa, Aug. 1. Bro. Reese was taken sick while acting as relief agent at Irvington, Ia., and passed to his last rest after about a month's illness.

Resolved, By Division No. 76, C. & N. W. Ry., that in Bro. Reese we have lost a good and efficient member of our Order, and that our heartfelt sympathy be and is hereby extended to his bereaved relatives. C.E.R.T. 376.

Toledo & Ohio Central Ry.

Well, well! What makes the T. & O. C. boys so still? Don't even know there are any Brothers on the line between Columbus and Toledo on



J. D. WEBSTER,
Representative New York Division No. 44.

the Western Division, and I, for one, have been silent with the hope of hearing something. I

have not heard who is in line, but will put a list in a future issue of *THE TELEGRAPHER* of the



P. L. YERBY,

Representative St. Louis, Mo., Division No. 2.

Brothers between Columbus and Toledo and on the O. C. L., so we can see who is doing the right thing. What did we join for, if we expect to keep mum? Let us hear from you.

CERT. 1086.

Illinois Central Railroad.

Fulton District, Tennessee Division—

We have a new system division on the I. C. now, so boys, let's push it along. We are all very highly pleased in the selection of such good men as our officers, and will have to congratulate the Mississippi Division in the selection of theirs.

Bros. "H" and "D" have just canvassed the Fulton District and find the boys lined up as follows:

Bros. McKinzie and Terry at "CG." Bros. Williams and Wilhite at "DA." Bros. Lynch, White and Dugan at "GI." Bros. Howlett and Clemmens at "K." Bro. Boone at "S." Bros. Herring and Paris at "UR," with Mrs. Shane, who is a strong O. R. T., at "RW." On up the line we find Bros. Pannebaker and Powell at "Z," with Bro. Boatman copying in "HF." We have all the "nons" good for pay-day, with the exception of two; they, poor fellows, are lost. We have not had time to get the names of all our Brothers on this pike, but understand there are several more.

Bro. Boone still hangs on as agent at "S," so why can't he talk a little O. R. T. to his neighbors at "HN"?

We understand that our friend Kyle Bright has had an offer from the South Fork Football Team. Barbers must be scarce in Fowlkes.

Should we club together and give Bro. Murchison a free membership? I wonder if he would help fire the old man's "hams"?

Why don't some of the boys get after the "ham factory" at "HN"? The writer has exhausted every known effort to get the two "nons" at that place, so he will have to pass it up. It's hopeless.

Colonel Lee seems to be drawing a pension for teaching the art, as the "hams" around him are thicker than niggers around a crap table.

Oh, tell me, Colonel, tell me why
So many "hams" are on the try?
Why are you up so late at night?
Teaching "Plugs" with all your might?
Oh, tell me, Colonel, tell me quick.

Oh, tell me, Colonel, if you know,
What makes your "Ham factory" grow?
For when I was down that way,
You were teaching "Hams" both night and day.
Oh, tell me, Colonel, tell me quick.

Oh, tell me, Colonel, tell me quick,
How you beat it into heads so thick?
How many "brass pounders" have you got,
Making the wires so devilish hot?
Oh, tell me, Colonel, tell me quick.

Oh, tell me, Colonel, tell me true,
Are the "Hams" you make too swift for you?
Now, tell me, Colonel, don't forget,
Is it this that makes you fret?
Oh, tell me, Colonel, tell me quick.

Oh, tell me, Colonel, this one thing,
Does teaching "Hams" to you a profit bring?
Come, dear Colonel, be one of us, and you will
see
There is more profit in O. R. T.

Come, dear Colonel, come in quick.

CERT. 4498.

H. & T. C. Division, No. 57.

We would like to get every member on the line by the neck and give him a good shaking, and see if we could not get him to open his eyes for a few minutes and look around and see where he stands and what his position is. After the adoption of the schedule, all, with one accord, pulled the blanket up around their ears and turned over for a fresh and more peaceful slumber, seeming to feel that all has been done that will ever be necessary, and when the semi-annual period had expired several had not roused themselves up enough to realize that they had let their dues run out and that they are no longer members, but dead-heading over the road, letting the active workers pay the bill. How I wish they could all realize that the work is only fairly begun, and unless they each and every one put a shoulder to the wheel we are going very soon to stick in a mudhole that lies in our path. Then they will swear at the officers and say it is all their fault, never thinking that themselves alone are to blame. There are others that have stood

out of the ranks all along, and still refuse to join, though they "are going to, next pay day." Several of them do not hesitate to boast of the overtime and shorter hours they now enjoy, which they did not before the schedule, but when asked why they don't join, they reply: "Don't like the way things are run," or "it didn't do me any good; my salary wasn't raised any." Better look out, boys, there is an awakening coming, and you may be surprised to get up some fine morning and find yourself asking some one where you are "at."

We are glad to note that nearly every new man along the line has a new card in his pocket, and that is a good indication. We would like to give their names, but space forbids.

Though we are sorry to lose him, we note with pleasure our friend Harwood of "JO" Ennis has been appointed chief for the F. W. & R. G., at Fort Worth. Glad to see you going up, "HO."

F. D. Bohnsbeen, who was with us a few years ago, is back on the third track, and the boys are glad to welcome him home again.

Our General Secretary has accepted the position of operator in the Dispatcher's office at Houston, which is a deserved promotion, and we know "MO" will hold it down with honors. Bro. "KI" Farmer will be lonesome at Hearne now, and will have additional work to keep up with, since Bro. Morgan leaves it all for him.

Quite a number of changes have taken place during the past month or two, but we will not undertake to enumerate them all.

The boys on the Second Division have received a circular-letter from the new chief, in which he says the trick men are complaining that they are subject to a great deal of annoyance on account of their inability to raise operators. Judging from the number that have been put on the line from that office in the past year or two, we should think it was an exceedingly easy matter to "raise operators," and the crop gave ample returns for all efforts put forth, an yet the "top crop" has not been gathered. CERT. 34.

C., H. & D. Division, No. 21.

Division 21 held its regular meeting in B. of L. E. Hall, Dayton, O., Sept. 11, 1901. Bro. Sullivan was in the chair, on account of Bro. Wenk being unable to attend. Bro. Townsend, Acting Secretary, on account of Bro. Bushwaw being away on his vacation. Ballots were opened and counted and the following Brothers elected:

General Chairman, Bro. J. G. Wenk, Glendale; General Secretary, Bro. A. C. Bushwaw, Dayton, Cincinnati Division: Local Chairman, C. B. Smith, Elmwood Place, O.; members, E. J. Kennedy, Hamilton; L. R. Townsend, West Carrollton, O.

Indianapolis Division: Local Chairman, L. Boyd, Oxford, O.; Member, J. W. Barnett, Carrollton, Ind.

Wellston Division: Local Chairman, C. E. Welch, Lytle, O.; Members, A. C. Bushwaw, Dayton, O.; A. E. Wagner, Chillicothe, O.

Delphos Division: Local Chairman, G. A. Shorn, West Milton, O.; members, S. Berger, Yorkshire, O., T. M. Edwards, Maria Station, O.

Lima Division: Local Chairman, J. L. Gerst-meyer, Troy, O.; members, J. Shire, Sidney, O., T. W. Sullivan, Anna, O.

Toledo Division: Local Chairman, A. B. Smith, Toledo, O.; members, J. M. Ford, Ottawa, O., J. M. Heckford, Ottawa, O.

Delegates to convention: Bros. J. G. Wenk and A. C. Bushwaw.

On Aug. 10, 1901, the General Chairman and Secretary issued a circular explaining the situation in regard to our proposed schedule, giving all facts to the members who are unable to attend our meeting. Up to the present time some of the Brothers have failed to vote on the subject. Fill out the attached ballot and forward to the Secretary, Bro. Bushwaw, 438 South Cincinnati street, Dayton, O. If you do not vote on this matter it will make a poor showing for the telegraphers on this railway. We are all deserving of more money and the only way to secure same is by doing our part and keeping in close touch with each other. It has only been three years since we all received \$30 and \$35 per month. The O. R. T. secured us the present scale of wages, which is very small, but if it had not been for grand old O. R. T. we would all be pounding away for \$30 and \$35 per month. We all live in hopes. Brothers, do not leave the new men go. It's your duty to secure their appli-



M. M. ULFERS,
Representative A. T. & S. F. R'y. System,
Division No. 23.

cation and forward to the Secretary. As an inducement, Division 21 will give \$1 for each new

member to the Brother securing him. There are several new arrivals on all divisions, and it



GEORGE CHALMERS,
Representative Ottawa, Ont., Division No. 15.

should be an easy task to secure them. If you allow the weeds to grow, you will lose out, so get to work, Brothers, and see how many dollars you can secure. Possibly we can pay a larger commission. Don't forget to vote on the circular ballot. Our last two meetings have not been what they should be on account of poor attendance. Brothers, the hot weather is over, and the hall is not so warm, so make it your business to attend our next meeting, which will be held about Oct. 20, in B. of L. E. Hall, Dayton, O. We would like to see the crowd up to the 25 and 30 mark again. Come, Brothers, and bring a new application with you.

From Washington, D. C.

So far as official circles in Washington are concerned, it would be very difficult to discover the slightest token of grief, although it is only ten days, at this writing, since President McKinley died.

The sad days of the funeral services were marked by heartfelt sorrow on the part of the average citizen, both in Washington and elsewhere, but McKinley's official associates, and those who should have mourned him most on account of personal acquaintance, were immediately engrossed in the scramble to get on the right side of Roosevelt. I happen to know of three United States Senators who had the bad taste to stay at their hotel instead of attending the services at the Capitol. "Too much of a crowd," they said.

There was an awful crowd, and the affair was so badly managed by police and military that more than a score of people were seriously injured in the crush before the Capitol steps, but our Senators are not obliged to mix with the mob, and their neglect of so ordinary a mark of respect was by no means a good example to the general public.

The callousness of Washington in general is well known, but I was shocked to hear the various bands on their way back from the White House playing cheerful rag-time music and to see them escorted by a rabble which seemed glad to get rid of the solemnity of the occasion.

Still, there are few Presidents who so merited respect and mourning as McKinley, for he was personally one of the kindest of men. You might not agree with him nor his policy, but you could not help liking him if you met him personally.

It was my good fortune to be the only person who ever interviewed him for publication, and, while he did not especially care to be interviewed, yet he asked me many questions about labor conditions and took pains to make me feel that I brought as well as received something of value from the interview.

There is no doubt but the general public is very much aroused over the deed of the assassin at the present time. It is only to be hoped that the feeling will continue and bear fruit in the shape of both legal measures and a public sentiment which will visit the severest punishment upon anarchy, violence and law-breaking of every sort.

Naturally, it is very difficult to say just what should be done to rid the country of anarchists and their teachings. There is not much difference of opinion about the desirability of getting rid of those who openly advocate the assassination of rulers and the overthrow of government by violence.

Nor need there be any fear but organized labor stands ready to do its best to help toward this end. It has suffered too severely and too often by being mistakenly connected with such movements not to be ready to help get rid of such. The great question is, "How?"

It is easy enough to pass a law to deport every person found preaching anarchy to some convict island. But Russia has been sending nihilists to Siberia by the thousands for years and has not succeeded in stamping out the sect.

No one has yet discovered how those who conspire secretly against the government or the Chief Executive are to be reached effectively or how he is to be guarded from such attacks.

President Roosevelt is setting a courageous example by refusing to be surrounded by guards. He believes that the great mass of the people are law-abiding citizens and he proposes to take his chance with the occasional criminal or lunatic.

The labor unions have year in and year out pointed out the dangers of allowing indiscriminate immigration to this country. There is no doubt but we have received the pauper and criminal classes of Europe along with the many

self-respecting and intelligent immigrants who come here to become American citizens and help to uphold our institutions.

It is likely that the coming Congress will pass a law materially restricting immigration. It would be well, too, if we were not so hasty in admitting to citizenship persons who have no knowledge or respect for our institutions. They are generally made citizens in haste in order to be voted like sheep, with no knowledge of what the act signifies.

The question is so grave and goes so deeply into the root of our national life that it is difficult to know what phase can be reached first or most effectively.

At the memorial service in Washington, attended by clergy of every denomination, more than one courageously pointed out that although the assassin and his kind are worthy of speedy punishment, yet it must not be forgotten that in the last forty years—in which time three Presidents have been assassinated—there has been a growing disposition to hold those, who had sufficient wealth, above the operation of law. Not only to allow them exemption, but to place the military and the courts at their disposal and thus work injustice to the common citizen.

There is no doubt but this is true, and that it creates a widespread dissatisfaction, but it is a question whether the public conscience is sufficiently aroused to realize the danger of this hidden malady of the body politic.

During the past few days I have read newspapers from every section of the country, and if the resolutions passed by organized labor are any guide, it can be counted upon to do its share in every needed reform.

EVA McDONALD VALESH.

Kansas City Southern Ry.

Notice to Members: The result of our recent election was that all the old officers were re-elected, and Bro. D. E. Chambers, of Merwin, Mo., and J. E. Graves, of Shreveport, were elected as delegates to the biennial convention at St. Louis, and Bro. P. H. Williams, of Stotesbury, Mo., and Harry Weston, of Mooringport, Ia., were elected as alternates.

Fraternally yours,

E. T. NICKEL,

General Chairman, Division No. 5.

N. Y. C. & H. R. R. R.

Beech Creek (District of Pennsylvania) Division—

Having heard nothing from the Beech Creek for a long time, I will cut in and try to wake up some one else who can write something of interest. I will only make this trip over the First District from Jersey Shore to Gillintown. Then let Bro. Craft take up where I leave off.

Train Dispatcher's office, Jersey Shore, we find Mr. W. A. Bennett, chief dispatcher. He always has a smile for the boys. Bro. Fleming, first trick dispatcher; Bro. W. Hamler, second, and J. O. Bennett, third.

Jersey Shore, "MSG" office, "Sr.," we find Mr. Bullock, promoted to chief dispatcher's clerk. Mr. Lyons is holding down the day trick temporarily. Bro. McLaughlin, nights.

"YA," Jersey Shore yard, Bro. Tom Carey, days; a new man, nights.

Youngsdale, Z. Peters, agent. He runs a ham factory. A new man, nights.

Lock Haven, A. W. Harris, agent; Bro. Jim Harvey, day operator, and Bro. Frank Harvey, nights. You always get the glad hand at "CK."

Mill Hall, Fred Rolfe, days; a new man, nights.

Scales, Bro. M. A. Gill, days; P. Barrow, nights. Phil is coming in out of the wet soon.

Beech Creek, we find C. B. Gove, all alone.

Mapes, closed. Bro. C. J. Long is working extra. "C" says there is more money in it, and he will soon have use for all his spare coin. We all smoke.

Monument, H. C. Berry, days, and Mr. Cady, nights.

Hayes, C. A. Bitner, days; A. Aughenbach, nights.

Pauther, J. C. McLoskey, days; P. J. McLaughlin, nights. Come, boys, take your feet out of the mud.

Cato Glenn, Bro. J. E. Curry, days; Bro. Charley Jackson, nights.

Forks, Bro. W. S. Moore, days; Bro. Thos. Bitner, nights.

Snow Shoe, Bro. John Healy, days; Bro. S. Fredericks, nights.



C. P. LERCH,

Representative B. R. & P. System, Division No. 92.

Gillintown, D. R. McLain, days; Bro. C. D. Craft, nights.

I am now at the end of the first dispatching district, and I will tell you what, I saw a discon-



T. A. GLEASON,
Representative New York, Division No. 44.

tented, unhappy set of operators—each one wearing a funeral face. They are after returning from a funeral, so to speak. It was not the funeral of a friend, relative, or a brother operator, but the funeral of a "dead hope," which they cherished. Their "fond hope," which died, was in the shape of an increase of wages to be asked for. A schedule was drawn up and circulated among the operators and was signed solid to a man on the first district until it reached—Where? That is what we all wish to know. It was never returned to the committee appointed to present it to the superintendent, and many ugly stories are afloat concerning its disposition. This recalls to my memory Old Farmer Corntassel, of Marsh Creek, who was a kind-hearted old soul, and took considerable pleasure in driving me about with his best turnout. One day Charley Crabtree came thundering down the pike behind us and yelling at the top of his voice to leave the way or he would be too late for the funeral. "Are some of his friends being buried to-day?" I asked. "No! no!" said my friend, "but to-day Charley buries his 'fond hope.' To-day his daughter marries a young preacher, and it was Charley's 'fond hope' that she marry the tavern-keeper in town, when, on cold and frosty mornings, he could call to see his son-in-law and have a warm toddy without expense. To-day his 'fond hope' dies, and must be buried, while his wife can call to see her daughter and have a cup of tea to warm her up and the blessing of her preacher son-in-law to guide her on."

So, cheer up, boys; every time the wheel goes around somebody is sure to win. It is the old army game, boys, and one that we should all play—the game of union. The "old army" saw that in union there was strength, and by sticking together, through thick and thin, many a hard-fought battle was won. Let us all put a shoulder to the wheel and convert some of the "nons."

NELLIE.

M., K. & T. Ry.

Texas—

Not seeing anything from this section for a long time, will let you know we are still alive.

At Houston we find Mr. Lee, day man, who has promised to get a card; nights, Bro. S. Looker.

At Katy, Bro. J. E. Wilson, agent and operator. Brookshire, the old faithful Bro. Mills, agent.

Sealy, Bro. A. C. Wilson, who is always ready to talk for the Good of the Order. Bro. N. E. Baker, agent, and T. H. Castleton, night, new man, will soon be one of us. Bro. J. H. Beon, formerly night man at Sealy, resigned, and is with Missouri Pacific, Kansas City, Kan., "WY."

Cat Springs, Bro. Baxter, agent.

New Ulm, Bro. R. W. Yates, agent.

Fayetteville, Mr. Wright. "W," better get a card and be one of us.

La Grange freight office, F. H. Wagner, agent; Bro. C. H. Woods, day operator and clerk, and Bro. Leo Veckle, cashier. Bro. Veckle is soon to take unto himself a better half.

West Point, Bro. J. B. Anderson, extra, relieving Bro. C. W. Waterman.

Smithville, first trick dispatcher, H. A. Tate. "A" is always ready to answer any kind of a question. Second trick, Ed O'Connell, the man who tries to burn up the wires; third, Gullette. "GO" is as steady as a clock, and you could not rattle him with a cannon. Mr. J. L. Walsh, C. T. D. "I WONDER WHO."

TO ALL MEMBERS.

Effective this date, Bro. A. C. Wilson, Sealey, Tex., has been elected by acclamation to fill office of General Chairman of this Division. Bro. E. B. Hill resigned. Please be governed accordingly.

F. N. McQUARIE, G. S. & T.

Oswego, Kan., Sept. 20, 1901.

OBITUARY.

DIED. Bro. Charles L. Lingle, of Liberal, Mo., died Sept. 14th. Bro. Lingle was one of the oldest members of M., K. & T. System Division No. 22, and held Certificate No. 1.

IN MEMORIAM.

Again our ranks have been visited by the "insatiate archer," Death. Again are we reminded of the uncertainty of life, and that, indeed, death

rides on every passing breeze. He lurks in every flower.

On Sept. 14th Bro. C. L. Lingle was, by the Grand Master of the Universe, called from labor to the undiscovered country from whose bourne no traveler returns. It is meet that we pause, and while lamenting the early and untimely death of our brother, commemorate his many virtues and pay tribute to his memory, that he was faithful and true to the principles of our Order. Therefore, be it

Resolved, That we extend to his bereaved family our profound sympathy, and that a copy of these resolutions be recorded in the minutes of our Division, a copy be furnished THE TELEGRAPHER for publication, and a copy be delivered to the family of our deceased friend and brother.

E. B. HILL,
J. C. GOLDSBERRY,
F. N. McQUARIE,
Committee.

Dallas Division—

Bro. Logan, agent and operator at Lancaster, has been transferred to Rockwall. Mr. Deyo is his successor at Lancaster.

Another man has been put on at Hillsboro dispatcher's office—Mr. James, of Waco, going there.

Opr. Dermody, of Waco, has been laying off a few days, taking in Buffalo while off, Bro. McCullom working days and Bro. Walsh nights.

Bro. R. G. Raoul, who has been working nights at Dallas, has been transferred to South Yard office, Hillsboro.

Bro. Alex. Terrell, cashier at Waxahachie, has recently returned from a vacation spent in the southern part of the State. Bro. Meeker is now working at Waxahachie.

Bro. Rooker is working nights at South Yard office, Hillsboro.

CERT. 2830.

Trenton, N. J., Div. No. 85.

The boys have come forward with their dues for the next six months in good shape, which makes our treasurer's countenance pleasing.

The election of officers took place at our last meeting, and the following were chosen to represent No. 85's interest till our next election: Chief telegrapher, George Washington Haines; first vice chief, J. K. Raub; second vice chief, L. B. Major; past chief, J. J. Boles; secretary and treasurer, N. T. Bryson; delegate to Grand Division, Bro. J. W. McGregor; alternate, Ed J. Leary. Board of Adjustment—A. J. Boland, G. W. Haines and M. W. Burke.

The meeting was well attended, and all those who succeeded in being elected certainly were well chosen, as they are all made of the stuff that is needed to keep things a moving. We hope that they will transact matters as well as their predecessors did, and all will be well.

Bro. McGregor, who holds the daylight trick down at "W," our Grand Division delegate, has

secured a leave of absence, and has already started on his trip to the "woolly" West. He was well equipped with fighting material, as he was seen in a hardware store on Market street shortly before he went away. When he came out he had a "tommyhawk" in one hand, a "six-shooter" in the other. We think he will make an impression on his brother delegates, when the time comes. There was a large crowd at Broad street station to speed him on. A package was handed to him after he stepped on the train. I "13" it contained a miniature boxcar and some "Raines law" sandwiches. Did it, Jack? Bro. Hoffman is ably filling "W" for the present.

Bro. Murray, the owl man at "W," is doing the owl act at "BN," in place of Bro. Chief Haines, who has the pleasure to be working days for a change. "FG" succeeds in getting off once in a while on business, without giving the "sick story," don't you, George?

Some fellows around the West End will have to sleep in daylight or they will be getting "dope medals."

Bro. Werrett dropped into the second trick at "3" last week for a change, Opr. O'Brien being off on his vacation. He is again doing the act at his old stand, "BX."

Bros. Raub and Rapp exchanged tricks for a week recently, and are at the old "posishs" again, wide-awake and prompt as ever.



C. A. RANSOM,
Representative C. & N. W. Ry. System,
Division No. 76.

Bro. Reese now carries a medal on his lapel. He also now holds the record for the best time ever made via bicycle from "FJ" to "GK" park;

was timed by an old clock that was formerly used at old "XN," and is waiting to be officially



J. A. DONAHUE,
Representative Philadelphia, Pa.,
Division No. 30.

notified by the N. C. A. that his record is to stand.

Bro. Savage, formerly of Chestnut Hill, but now of Brooklyn, spent a few days with his parents and some of his friends at "GK" last week. We admit, "Buck," every one that saw you was glad to see you and learn from your looks that you had entered the heavy-weight class, but next time stay a little while longer and get around a little more than you did this trip, or some of your chums will feel slighted; but that quad could not stand for you staying away too long; that excuse will do this time.

"GK" has been fitted up with new screens at this late date, I presume, to keep the skeeters in, so as to give "GK" the honor of having the first skeeters of the season, instead of "GY" and "WV," who have held the record for years. Bro. Barwis says they are "O. K." at that.

Now I take a slide to "Jersey."

They are refitting the dispatcher's office at "JC," making it at least eight feet wider. The office has been crowded for the last few years, and at last there is something being done to give the fellows a little more room. Strange how business keeps increasing and other things do not, but just wait a short while. Something will happen that will speak for itself.

Bros. Cahill, "RJ," and Chamberlain, are preparing to take a trip to the Pan-American Exposition in October. We hope they both have a pleasant trip, and come back single. Say, Al, are

you going to take her with you? I refer to "she" from "PJ." Eh?

Bro. E. A. Cahill has accepted "Z," nights, in preference to "CA." Ed says he will keep off them "mosquito low lands" as long as he can. "CV," at "WV," calls them "malarial low lands." To tell the truth about it, they are both proper names for the locality.

Bro. L. Kelley's muscle is being considerably developed since he began working at "WA," and "SC," I hear he has issued a challenge to "SX."

Bro. Robinson worked at "CA" a couple of nights recently, when things were in awful shape. "KW" went through it like an old soldier. "MA" asked to have him remain there, he made such an impression on all the fellows. You are "O K," "KW."

Bro. Leary, our Grand Division alternate, was seen going into Sherman's Art Gallery on Broad street, Newark, the other day. Presume you are getting them taken to send to St. Louis, Ed. Better get about fifty of them and pass them around, while you are at it. Send one to "T," too.

Bro. Smith has accepted the position of assistant yard master at "TR," and we hope to see you yard master before many years. "JS," accept our "73."

I am sorry to note that two of the "ham-curing" establishments still exist on the west end of the Division. The most important one is managed by a man of quite a number of years of railroad experience, who should know better than to be the proprietor of a thing like this. His scholars become so industrious at times that it is simply impossible to get No. 1 wire. They do not even recognize "21" or "39&27" at times, and it is always found necessary to pull the drawhead out to choke them off, but I am glad to say that this factory is on its last legs, as is also the one further east, which only "booms" up at times as a sort of a branch concern. They are both in the "Canning and Preserving Trust."

Fraternally,

M. E.

Rochester Division, No. 92.

As I have been looking patiently for something to appear in THE TELEGRAPHER from our division, I thought I would take upon myself the opportunity of telling how things stand, and hope the boys will come to their senses soon and stir up a meeting whereby we may have our rights in a short time.

We are pretty well organized to do business now, but of course there's a few who still hang out.

I will endeavor to name a few of our Brothers and sisters, and if any are overlooked, please excuse the "overlookiness."

At Ashford, Bros. Thomas and Stewart.

Farmersville, Bro. Chappel, and a new man, nights.

At Freedom are Bros. Yule and Catchpole. Hope Bro. Yule won't forget to send us a smoke when the "knot" is tied.

Bro. Huestis, "BI," busiest man on the pike. Never mind, Billy, your reward will come to you later in life. We have also at this place Bros. Z. C. Burt and E. J. Devney, who are two hustling young men and ready to do the right thing.

Bro. Ward, at Hardy's, has quite a hustle nowadays.

At Gainesville are to be found Bros. Walsh, days, and P. N. Boylan, nights.

Sister M. Mitchell, at "W," says she enjoyed her vacation very much. At least we hope so.

Bros. Weber and Merring are both at "AU," with J. B. Davis acting as agent.

CERT. 6780.

Middle Division—

Business good; operators scarce.

Few changes since our last issue, so will avoid a blank.

A new man by name of Carrier at Piney, extra, while Bro. McDowell took his vacation.

Relief Agent Bro. Mathers, at present at Rockton, Bro. Dawson taking a much-needed rest.

Bro. Fitzgibbons, from Stanley, to his old place, Carrier, nights; Opr. Block to Stanley.

Bro. Warner, at Carman, off some time in September on account of sprained back; Opr. Wood relieved him.

Opr. Wood, at Clarion Junction, is away at present, Bro. Cartwright relieving him, with Bro. O'Connor, nights.

Bro. Ormsby, at J. & B. Junction, took a few days off, and a new man (name unknown) handled the wires.

Bro. Creaton is at present doing some extra work on the J. & B. at Dent's and Bingham's.

Opr. Wood, from Carman, nights, to Hanord's, nights; regular a new man from N. Y. C., by name of Hoover, holds Carman.

A new man by name of Reid keeps the boys 10 minutes apart at Dent's, nights. We "13" he is a rounder, but, nevertheless, he is O. K.

Among the Pan-American visitors during September we can name from the dispatcher's office Harris, Steele, Gleason and Miller, Lerch and O'Neil. A number of the boys along the line were also there.

Bro. Simmons, of Du Bois yard, was seen passing by one day, and "13" he was also at the Pan-Am., as he is by no means a back number, and wants to see what is going on.

As we said before, operators are always on the move, and it is hard to keep track of all the changes, but as biz. is a little quiet to-night we will avoid a blank.

All the boys not mentioned here are still holding their regular places, and nearly all wear the button, and as our Division 92 is now in full blast, with a good set of officers and a good lot of members, I hope all who have not transferred to our Division 92 will do so at once, and all pay up, and see what we can do. Let us keep in line. 'Nuf sed.

Will cut out, with 73 to all.

Let's hear from the Pittsburgh, Buffalo and Rochester Divisions next month.

A MEMBER.

Northern Pacific Railroad.

Montana Division—

It seems a hard matter for us to get a few lines in THE RAILROAD TELEGRAPHER. We, of course, always look for a letter, but it is some time since we have had the pleasure of seeing one from our Division. This must be overcome some way or other, even if I have to take the quill myself, but as my genius and inclinations run much nearer professional sideshow spouting, I trust the brothers will bear with me if I should miss mentioning them. My intentions are good, and practice makes perfect.

Starting with the east end of the main line, we find our friend, Bro. J. E. Dafoe, general secretary and treasurer Division 54. We have good cause for satisfaction, for the business connected with our Order is in good, competent hands. T. P. Monaghan, ticket clerk and operator at depot. "13" you are with us, "MO."

Next on time schedule No. 17 comes Laurel. Bro. Shepard, days, and not acquainted with night man.

Next we come to Columbus. Here we find Bro. Lane; do not know night man, but "13" he is O. K.



J. A. BRANDON,
Representative Buffalo, N. Y., Division No. 8.

Now we have just passed Grey Cliff, where we see Bro. Davison giving a final flourish to what is termed a hi-ball.

I shall have to pass Big Timber without a salute, as the boys there are strangers to me. Trust they are with us, though.



HENRY W. KNOWLES,
Representative Oldtown, Me., Division No. 11.

Next we come to Springdale, where we find Mr. John Carney, days, and Mrs. Carney, nights.

Livingston is next stop, so will get off and shake with the worthy brothers here. Bro. Stewart, day copyist, greets you with the glad mit, as does Bro. Shelver, lately promoted to chief dispatcher's clerk.

Understand Marshall is still out of the fold. Not acquainted with night man, "M," but trust he is O. K.

Now we come to Muir. Here we find Bro. Morgan, days, and Bro. Tracy, nights. Both have come into the Order lately. Let me extend to you both the glad hand of welcome.

After getting through the tunnel we arrive at Chestnut. Here we find Bro. Freer, days, and Bro. Kane, nights. Think "FC" must have won a home there, as he seems to be enjoying life. Bro. Kane is a new member. Glad to see you come in, "KN."

And here we are at Bozeman. Through the window we catch a glimpse of Mr. Mitchell, who is relieving Bro. Baysoar, day operator. Will be glad to see you come into line, Mitchell. Bro. Holder does the grand at nights. Say, boys, did you know "H" was a gunsmith? If you should happen to make a call on him about 2 a. m. you would find a regular arsenal there.

We stop just a moment at Belgrade to shake hands with Bro. Steel. How is your night man? Trust he is O. K.

Manhattan is the next stop. Here Bro. Brown tells the farmers what the crop prospects are, and is practically mayor of "MN."

At Logan we find Bro. Honey, days. There must be some attraction there. "H" has made quite a stay there. Not acquainted with night man, but believe he is of the right stuff.

At Lombard we find a worthy brother, whose name has just slipped my memory. Will make that right with you next time, brother.

Toston, being the next stop, we find Bro. Holiker as agent. Have only time to shake, and we are off again.

Arriving at Townsend we find Bro. Maxciner, agent, and Bro. Palmer, day operator. Have you got a "happy home" there, Max, yet? Not acquainted with night man; believe he is O. R. T., though.

At Winston we find Mr. J. Cassidy, agent. "13" he is with us; do not know night man, but hope he is O. R. T.

Prickly Pear Junction is next in line. Here we find a few O. R. T. buttons loom up in sight as we enter the station. Will try and have your names in mind by next time.

At Helena we find Bro. Holter, and the rest of the boys am not acquainted with.

Have not time this trip to take in the branches, but will do so next time. Now, brothers, please accept my apology for any of you that I have missed, and I shall try and look you all up for the next item that goes in.

Now, just a few words in closing. Any that are not members, cannot you lay aside any prejudices or any other reason you may have for not joining, and remember that those that are not with our Order are against it, and you will find sooner or later that you will never lose anything by being able to proudly show our emblems on your coat lapel.

OSSIE.

Charlottetown, P. E. I., Div. No. 47.

News from Charlottetown, Division No. 47, of the P. E. I. Railway, has occupied but very small space in the columns of our TELEGRAPHER during the long summer months. Our scribe has evidently neglected the duties of his exalted position in thus overlooking this very important part of the good work. Our Division, from the very start, has the reputation of being one of the best and, therefore, should be heard from monthly through the columns of our popular journal. Now, let me state that our Division is alive and in perfect state of preservation. Meetings are held regularly, are well attended, and the utmost harmony and enthusiasm prevails. The August meeting was largely attended, when the officers for the ensuing term were appointed. Geo. R. McMahon, chief telegrapher; F. L. Muncey, second chief telegrapher; P. W. Clarkin, secretary-treasurer. Grievance Committee—J. N. Kelly, Neil Compbur, D. Montgomery. The latter named brother was also appointed delegate to the Grand Division in St. Louis.

Owing to the visit of our respected third vice-president, D. Campbell, a special meeting was called for the 22d inst. After brief notice the following members were present: Bros. Geo. R. McMahon, J. A. Kelly, H. McEwen, G. A. Hughes, Chas. McKinnon, J. J. Trainor, P. W. Clarkins, J. W. Nicholson, W. C. Hogan, Neil Campbell. The meeting was called to order at 2 o'clock. There was one initiation, that of John McQuaid, night operator at Tignish, who, we believe, will prove a true and faithful member of our noble Order.

Bro. Campbell, third vice-president, addressed the meeting on matters in connection with the O. R. T. in a very clear and able manner, showing to those present, by his able arguments and originality, that he is eminently qualified to represent the Canadian members at St. Louis. His report of the good progress that is being achieved in Canada and the stability of the Order in general was very pleasing, indeed. At the close of his address a hearty vote of thanks was tendered him, which he gracefully acknowledged. The meeting ended in peace and harmony.

At the "Hotel Davies" Mr. Campbell was waited upon by Conductors Kelly, Gillis, McDonald and Cox, representing the Order of Railway Conductors, and Messrs. Howatt and Hughes, of the B. R. T., where a very pleasant hour was spent in talking over the good work performed by our organization throughout North America.

Bro. Campbell crossed over to Pectou, N. S., early Monday morning on the steamer Princess en route to his home in Ontario. His visit to our Division was brief, but those members who had the pleasure of making his acquaintance feel delighted and earnestly hope that he will be re-elected as third vice-president of Canada at the coming session of Grand Division.

After some delay, we are pleased to be able to announce that a number of changes have been made in the agencies along the line of the P. E. I. Railway, which appear to give general satisfaction to all concerned. They are as follows: Geo. R. McMahon, transferred from Emerald Junction to Kensington; W. A. Chevarie, Mount Stewart to Emerald Junction; J. A. Kelly, Roy Junction to Mount Stewart; D. A. Lawson, St. Peter's to Hunter River; W. Cox, Bear River to St. Peter's; Bro. Slacford, from Summerside freight office, promoted to Roy Junction, and Bro. W. C. Hogan, promoted to Bear River.

Our esteemed secretary and treasurer, R. W. Clarkin, is at present relieving T. B. Grady at Summerside. Charlie McKinnon is doing the trick in Charlottetown freight office, and late Secretary and Treasurer, Bro. F. L. Memcey, is at present in Winnipeg, and the "probs." are that he will take up his abode in the woolly West. Success to you, Frank! Charlottetown Division will miss his genial companionship. Hope our loss will be some one's gain.

Bros. Seaman, from Bloomfield, and Driscoll, from Freetown, are spending their vacation visiting the Buffalo Exposition.

We deeply regret to read the following extract from the *Daily Patriot* of Sept. 26:

"Maggie A. McMahon, aged 18 years, daughter of Mr. George R. McMahon, station agent at Kensington, died this morning at 2 o'clock. About a year ago she was attacked by consumption, to which she has succumbed. Deceased was of most amiable disposition, and popular among a large circle of friends. For some years she was a pupil of Notre Dame Convent, Charlottetown. Her grief-stricken parents have the sympathy of all. The funeral will take place on Saturday morning at 8 o'clock to the cemetery of St. James Church, Freetown."

Bro. McMahon has the heartfelt sympathy of all the boys in his sad bereavement. Charlottetown sent a beautiful floral wreath.

CERT. 255.

Ottawa, Ont., Div. No. 15.

Eastern Division, Canada Atlantic Railway—

It is so long since I have seen anything from Division 15 in *THE TELEGRAPHER* that I now consider I am perhaps as much to blame for the long silence as anyone else, so will endeavor to recall a few incidents of the season.

Bro. Ross, of Galetta, has recently been appointed agent at St. Pely Carpe Junction, making that point solid O. R. T.

Bro. Morrison, it is said, intends setting up in the crockery business, but will not trouble the



J. N. BLOUIN.

Representative Levis. Que., Division No. 64.

agents to handle his baggage, as the samples are carried in a small grip.

Bro. Allison, formerly agent at Ste. Justine, is soon to leave the service, having secured superior



R. P. RUBIN,
Representative D. & R. G. System, Division
No. 49.

employment, and is at present working nights at Glen Robertson.

Bro. McQuade, who has been relieving all summer, has returned to Toronto to resume his medical studies. Mac's actions a year ago were so amusingly criticised that he apparently exercised great care this year, especially during the exhibition and visits to the "Don-o-van."

Bro. Watson was absent from duty a day or so recently, and it was reported that he had an attack of diphtheria, but we are pleased that it was only a false alarm. It was just one of his "off days."

Carrie Nation visited Ottawa a short time ago and operated on a few bar-rooms. It would be a good thing if Carrie had the same dislike for "telegraph ham factories" she has for saloons, that she might get in some of her handy work with the hatchet in two such "joints" east of Coteau.

MISHAPS.

Long, long ago, on a summer evening, too,

A youthful boy, of conscience true and clear,
Went to see a sweetheart, a natural thing to do,
After a long absence from one you love so dear.

Next morning, with drooping eyelids and ringing ears,

He pondered o'er his work, resembling a drowned rat,

When, like a flash of lightning to him, he hears
Some one call, "Where did you get that hat?"

It is only now the problem reveals that

When you remain after the hour the owl hoots
It is always better to take any hat

Than to get mixed up with the boots.

The Schedule Committee, after spending thirty days in Ottawa, in two sections, recently returned to work, as the company was not disposed to grant its telegraphers anything in the way of bettering our conditions, as it claims the financial condition of the road would not permit.

In consideration of this, and the lateness of the season, the committee decided to adjourn negotiations, and as the President of the C. A. Ry. said they might be able to do something for us in December, the committee intends to renew negotiations then.

It is hoped each member will keep himself in good standing and endeavor by a little work among the "few" nons to swell our membership, even though the present percentage is a grand one.

CERT. 39.

Missouri Pacific—Iron Mountain.

Valley Division—

Your humble servant got ditched this month, and can't give you any news. Very sorry. Promise to do better next month. Will say that the Valley Division is coming to the top, and but a few more new moons will place us solid, and must do this by November 1st, if possible. We have a few new men on the Division now that need going after. Your humble servant wishes to correct an error in last month's journal placing Bro. LeGrande on the arrears list. Bro. LeGrande had paid up, but by some means they had dates mixed.

Bro. Turner just returned from a tour of the Valley Division, and praises the boys for the many courtesies shown him, and says he never met a nicer lot of fellows. Only one thing lacking with them, that is this: When they have a few spare moments they forget to call up the "non" at next station and ask him about his application.

The boys are very busy, but should talk O. R. T. a little more. We want to get right down to business now, and by the first of November, when we will check up and give list of all the "nons," we want this list blank.

So many changes, it is hard to get acquainted with the boys.

Bro. McCarley has returned and is working days at Merkauzi, while Bro. Boston is taking a few days off.

Bro. Brame, at Wilmot, has resigned.

Bro. Gredelle, transferred, McGehee to Parkdale, as agent. Red Hunt has resigned night job at McGehee. New man by name of Semers there now.

Mr. Downing, agent at Dumas, resigned, relieved by new man named Allen.

W. S. Avery, night operator at Pine Bluff, resigned, relieved by new man named Dagner. Bro. Avery leaves with our best wishes, and we wish him many a happy hour as of old, when "DS" was calling for "9" and he trying to see that dark-eyed angel at Central say "O K." Did she give you a tear-stained handkerchief when you said, "Darling, good-night?"

Boys, look out for next month. We will give you all that is going on over the tin horn. Very sorry to make such a poor show this month.

Div. Cor.

The biennial election of officers of the Division in August resulted in the election of the following: F. W. Barron, general chairman, St. Louis. The following local chairmen were elected by their respective Districts: J. C. Boggs, St. Louis, Mo.; J. M. Kelly, Lee's Summit, Mo.; W. D. J. Whitechurch, Council Grove, Kan.; E. B. Brooks, Minden Mines, Mo.; R. S. Wilson, Poplar Bluff, Mo.; L. M. Nance, Bronson, Kan.; Thos. Hislop, Piper, Kan.; J. D. Turner, Little Rock, Ark.; R. C. Clapp, Atchison, Kan.; W. L. Osborn, Prescott, Ark.

The following representatives and alternates were elected:

District No. 1.—F. A. Day, representative, and E. L. Clevenger, alternate.

District No. 2.—W. L. Osborn, representative, and A. N. Bevill, alternate.

District No. 3.—J. D. Turner, representative, and H. F. Villars, alternate.

District No. 4.—L. F. Samuels, representative; R. R. Dickson, alternate.

District No. 5.—W. D. J. Whitechurch, representative; W. C. Ramsey, alternate.

District No. 6.—R. C. Clapp, representative; J. E. Banning, alternate.

District No. 7.—F. L. True, representative; B. F. Ball, alternate.

Now that the election is over, and our working basis has been defined for the next two years by the Grand Division meeting; also since the Articles of Federation were signed up by the general officers of the System of the different Orders, we should now put our shoulders to the wheel and pull together and land our grand old Order in the position where she rightly belongs—in the front ranks of organized labor. We also want to make Division 31 the banner Division of the Order.

For the first time in the past fourteen months this 18th day of September, 1901, I met the pay-car, and to my great surprise I drew a check of \$55 for the month of August, current year, which was a \$5 raise in my salary per month. Notwithstanding this was our schedule, but it appeared to me that we had no schedule, as all the other boys along the line were drawing \$55 and I only \$50. I believe this to be due to the credit of the Order of Railroad Telegraphers, and especially to its Local Chairman and superior officers. No doubt in my mind had there been no O. R. T. and no faithful workers for the Order, but that I would have been working for the same old \$50 per month as heretofore. This has made me a full-fledged O. R. T. man. I think it to be the best organization of the kind on record, and that every man in the telegraph service should belong to this Order. Why? Because the Order will do what it pro-

poses to do when they take you in as a member. In case you need protection and belong to the O. R. T., go to your Local Chairman with your grievances. Your superior brother operator can't do anything for you, but the O. R. T. can.

With thanks and best wishes to all concerned, I am

Yours, very truly, in S. O. & D.,

A. N. BEVILL.

Arkansas Division—

Several changes on Division lately; can only give a partial writeup this time. The boys will have to put up with only a small notice until after the Grand Division meeting, as we are very busy with various matters.

J. D. Wilson, days, at Prescott, was off for a week or so, being relieved by C. S. Draper, who was in turn relieved by Extra Opr. Infield, on nights. C. S. Draper is now doing the act, nights, at Texarkana, and is probably regular there.

W. Speer, days, at Benton, has been recuperating for a week or so, being relieved by Extra Opr. A. D. Rose.

H. J. Wilson, days, at "UD," Little Rock, spent a few days on a hunting trip, being relieved by Geo. B. Whiteman, who was in turn relieved by H. F. Lawson, on nights. Lawson is now doing the act at Prescott, nights.



W. H. KIRCHMIER,
Representative Norfolk and Western System,
Division No. 14.

R. J. Robinson, days, at Texarkana, has been off for a few weeks. Can't say who is doing the act there in his stead.

J. H. Orr has been doing the act at Neeleyville lately.

W. H. Thomason, days, at Bald Knob, is off, sick, being relieved by night man, H. L. Ruark, Extra Opr. Ward doing the act, nights.

A. W. Jernigan, at Malvern; H. L. Ruark, at Bald Knob, and J. F. Beville, at Knobel, have been named as members of the Local Board for the main line of this Division as former Committeeman E. S. Heaton, of Paragould, has not yet consented to act for the Memphis and Helena Districts. The fifth member of the board has not been named yet, but will be soon.

P. M. Herrin, who has been working as night clerk in chief's office, has returned to his old position in "CF" office, Little Rock.

Geo. B. Whiteman is now taking a rest up from the duties at "UD," nights, while the weather moderates. Div. Cor.

Philadelphia, Pa., Div. No. 30.

Philadelphia Division No. 30 met in regular session Friday evening, September 20, 1901, with C. T. Bro. Hughes in the chair.

We also were honored by having visiting brothers from Camden Division and No. 4, of Philadelphia.

Being that it was installation night, business was pushed forward promptly and the new officers-elect that were present were duly installed by our honorable Bro. Hiller, of No. 4, who is also our deputy for this territory.

A few words of thanks to the members of Division 30 for the honor conferred. Also, asking their aid and co-operation in filling the position.

The new chief telegrapher, Bro. Simons, assumed the duties of the chair, and the regular order of business resumed.

Bills and communications were read and acted upon.

Owing to our next regular meeting night occurring during the time of the convention, it was decided to hold a meeting Friday, September 25th, in our regular meeting room, if everything proved favorable, proper steps being taken to do so.

Our secretary will probably let us all know in ample time.

One of our communications was from the Philadelphia *North American*, which, it stated, would devote a whole page of the Sunday edition to "Labor," and that we were to apply for space and appoint a correspondent, Bro. Hutton, our secretary, being appointed.

Brothers, read the *North American*, especially on Sundays.

After all other business was attended to the Division closed in due form.

Notes from W. J. & S. R. R.—

We hear our old friend, Tom Pancoast, of "HN," Camden, has joined the shakers (chills.) Hope he will shake them in short order. Bro. McClure, same place, also sick, Howitt relieving him. Hope to see him out soon, also.

Our old friend, Gus Johnson, is doing the sunny act at Liberty Park.

L. D. Heath resigned from West Haddonfield; Ellenberger promoted to day work, and Connell, from Atco, nights.

Payne, the new cutoff man assisting Bros. Sibley, Hill and Bates, at Haddonfield, is a well-deserved addition, as the boys well need it; in fact, need it the year around.

Plank and Casler hold Ashland down fine.

Mr. Stoney, at Kirkwood, who cuts no ice, handled his share of the ice business this season, and yet he is no ice man.

The genial Senator Higgins, of Lindenwood, looks after the company's interests; also, the ladies; 'nuf sed.

Bros. Helm and Schneider, days; Fernandez, nights, at Lucaston, look out for the paint biz., but are not members of the powder club.

Berlin is held down hard by Sharp, Heath and King.

Atco, known on record as the place of many changes, gives us Mr. Kime, promoted to clerk in superintendent's office; Mr. Yoo, from Egg Harbor, days.

Connell, sent to West Haddonfield, leaves Mr. Smith, agent; all that is left of the old crew.

Waterford has a new night man, a Mr. Wonderlick.

Mr. Quicksell has a new boss at his house—a big, ten-pound boy, of which he has reason to be very proud. Where's dem seegars?

Mr. Schneider made a record for his first trip in the line by relieving Bro. Robinson at Ancora, who was sick two days.

No night man at Brickwork Siding makes it hard on new married man, in days. By the way, Mattock, how about cigars?

Walter Vaughn, clerk, Windsor, promoted to expert operator, relieving Lady at Market Street Ferry for six weeks. Addington, clerk at Ancora in Vaughn's place, at Winslow.

Our old chum, Bob Elder, has moved to Winslow, which is much more convenient for him. Brooker, agent; Neipling, days; Reading, nights, at Hammonton, Brooker being quite a violinist and man of concerts. His entertainments are well attended.

Bro. Maurer, agent, Elwood, again amongst us, after a severe illness. Glad to see him out again.

Egg Harbor, Fielltilt, Heintz, Schneider, Isenbarth and Brady on deck. Our lady agent, friend, at Pomona, taking her vacation, with big doses of sea breezes, and listening to the sad sea waves. What did they say to you?

Bowman, from Pomona to Absecon, Orr to "CA" tower, Atlantic City, third trick.

Tobin, night, Lenhart; day, Sykes, resigned at Drawbridge, "CA" tower, the house of many troubles, about levermen.

Bros. Owen, first; Reed, second; Orr third; Hoover and Rapp, levermen; Gallagher resigned.

Mrs. Walter Chamus, wife of our deceased brother from Winslow Junction, thanks the boys

and appreciates their kindness to her for the sum of \$56.25 donated.

B. & O. Notes—

Hall signals working Park Junction to east side; boys between those points getting fat. Somebody says he is as old as Methusela's jaxax, and they can't knock him. Let her rip!

Very short of operators on the Philadelphia Division; no relief working for near a month.

Whitely resigned from East Side, Relief Opr. Smith holding down that joint.

New man at Darby; Tullam gone to the Western Union.

Gannon, at Holmes, off, sick, for some time. Hurry out Dan, we miss that fist.

Heard, at Chester, sings "Red-Hot Baby" while waiting for 547, ten minutes, red board—Oh, my! Sullivan and Scott, Silverside; Levi and Burroughs, at Felton.

Bro. Lloyd has been doing considerable extra telegraphing on account of shortage of operators.

Bro. Siebert and Mr. Rawson Carpenter, and here ends my tale. Am a stranger further west.

Yours, in S. O. & D.,

PAT SNOMIS.

The September meeting of this Division was well attended.

Installation of officers was carried out to the letter.

Bro. S. W. Hiller, of Division No. 4, being present, and in possession of commission as deputy president of the organization, was called upon to perform the ceremony, which he did in a very creditable manner.

The following officers were installed, and will serve for the coming 12 months:

Chief Telegrapher—J. P. Simons.

First Vice Chief Telegrapher—E. T. Seibert.

Second Vice Chief Telegrapher—M. E. Casey.

Secretary and Treasurer—James Hutton.

After his installation the chief telegrapher made the following appointments:

Marshal—H. A. Smith.

Inside Sentinel—W. L. Overdorf.

Outside Sentinel—J. W. Green.

Bros. Smith, Marr and Sell were reappointed on Stewards Committee.

Upon request of Division, Bro. Simons consented to continue as Division Correspondent.

Bills and expenses incurred during the month reached but \$6, and were ordered paid.

The question of expenses of our delegates to the convention at St. Louis came up in regular order, and before two minutes the Division ordered that the customary allowance be granted the delegates.

Owing to the fact that a number of our officers and members will be out of the city on vacations, and some attending the convention, during the present month, it was thought best to change the date of meeting.

It was consequently decided to change the October meeting from the third Friday, and instead, to meet on the fourth Friday evening.

This change for October only, and date will be the 25th, and at the regular meeting place—north-west corner Thirteenth and Arch streets, city.

A dispensation has been granted by our president, M. M. Dolphin, for purpose named.

All members of the Division should be particularly interested in this (October) meeting, as the reports of delegates who attended the convention will be presented then.

The committee appointed at the August meeting to work in the best interests of the Amalgamated Association reported progress.

A large number of communications were disposed of. Among the number was one relative to the Sunday edition of the *North American*, to appear for the first time on Sundays September 29th, and calling attention to special labor columns in this, besides the daily edition.

A special invitation was issued the membership of this Division to attend the coming meeting (in September) and take part in their installation ceremony and assist generally.

The invitation was accepted with thanks.

Under the "Good of the Order" almost an hour was consumed, when the delegates were heard from, besides the new Division officers, the visiting brothers and all the members present, Bro. Hiller occasionally quoting Shakespeare.

The Division adjourned at about 11:30 p. m.

Philadelphia Notes—

Nearly everybody is overjoyed to learn that Bro. Hiller is again going to the convention. Among the number who will be in attendance from Philadelphia and vicinity, and whose identity will be discovered in the corridor and parlors of the St. James Hotel, should be:

J. L. Hughes and L. K. Marr, delegates, Division No. 30.

Amos Strickland and F. J. Ricker, delegates, Division No. 4.

W. S. Cafferty and J. P. Lloyd, delegates, Division No. 84.

J. W. Green and J. Hutton, M. E. Casey and J. A. Donahue (alternate), visiting members, Division No. 30.

S. W. Hiller, J. K. Osmond and J. Evans, visiting members, Division No. 4.

Among the ladies whose presence will be delightful may be found: Mrs. J. P. Lloyd, Mrs. J. A. Donahue and Mrs. J. K. Osmond.

All of the above party are scheduled to leave Broad street station, Philadelphia, Pennsylvania Railroad, on train No. 7, Saturday, p. m., October 12th, and a pleasant trip is anticipated.

Bro. H. A. Smith, alternate, and Bro. F. S. Niepling, both of Division No. 30, are expected to join the party at St. Louis, over another route. Hurrah for Philadelphia!

It is particularly interesting to note that the Electrical Workers' Union will assemble in con-

vention in St. Louis during the same week with the O. R. T. The Philadelphia delegates are C. S. Andres, C. Burrows and C. W. Elliot.

A closer contact with this organization, whose membership is composed of linemen and electricians, it is understood, would possibly facilitate matters to the best interests of the commercial telegraphers. What say ye, delegates?

The O. R. T. has been earnestly working—up hill, as it is—amongst these telegraphers, to encourage them in the work of their organization, the B. of C. T., with discouraging results at some points. Why not this work be of equal interest to the Electrical Workers' Union?

Delegates, a brother has suggested a \$10 initiation fee. This is an interesting proposition, and should be established, especially where the organization is represented in the majority. Where organization exists, solid organization, then make this fee \$25. You will find it to be a paying venture. You will then find our members will consider matters more seriously before "dropping out." A lesson may be taught us by some of the Building Trades Unions with respect to organization. For instance, all the workmen employed must be members of the union—desirable or not—and the "bad boys" are systematically kept under subjection, and until the union has finally made men of them. Our views in the past in this respect seem to favor the "bad boy" by allowing him to remain out of the organization, by forcing him not to pay any dues and by his reaping the benefits of organization. Cannot you see it pays to be "bad" sometimes? All good thinkers should look this up. If we are going to have thorough organization we must take the good with the bad. We have been too choice in the past, and must get down to business. If you do not force it at this time it is bound to come sooner or later. This is a day of progress. We can teach the "crooked fellow" to keep straight, and when he gets "full" we can punish him. Don't suspend him, or throw him out of the organization, simply because he commits a breach of the peace, sleeps on duty or tries to commit suicide. In a sense you might consider this "kickout" a good turn, but what's to be gained? The fellow may go from bad to worse, loses the respect entirely of his fellow-workers, and, maybe, starve his family eventually. We should learn to keep such people and use every effort to make men of them; establish a system of discipline, and, like your employer does, reprimand or otherwise punish the unruly one. Suspension from the Order does not punish him, but it does punish you and I. This system would in time deplete our organization. Fines might be in order. If you could only realize what effect this has, possibly you would be surprised; makes them toe the mark. It is a well-known fact that such reforms established in above-named organizations have been the making of them, and is one of the reasons why better conditions amongst them exists to-day. Force is a strong language, and it might be unreasonable to say, force them into their organization at once.

No, that won't do; it's too early for that; just coax them a little; yes, coax, and if that fails, induce, but don't force; that would be cruel—now, at least. Under the present system we are not allowed to coax, nor are we allowed to force. So, delegates, make the way clear. At this present day seventy-seven operators out of every hundred consider it almost a crime to ask their neighbor just across the table to come into the Order. This is all wrong. Off with your coats, now, boys, and let's all have an opportunity to get down to business. No coaxing about this; so obey orders. See!

It is wrong to impress the non-member with the fact that the Order is going to have his wages increased, etc. This has done much damage in the past, and they naturally look for it. If they don't happen to get it in a year or two then the first thing is: "I'm going to get out!" Doesn't it all seem ridiculous?

First of all, get them, barring none. When you have them, keep them. Don't allow them to leave on any pretext. Teach them the lesson of unionism, trades unionism, and that's all that's necessary.

If this is done it will put a stop to strikes, and our Grievance Committees will be of less annoyance to their employers. Unionism will, in turn, teach our good people how to vote when election day comes around.

Little baby boys recently entered the homes of Bros. G. F. Good (Division 30), and W. H. Haas (Division 4). Congratulations!

Brothers, keep up the good work with your Division correspondent.

Keep your eye open for Bro. Donahue's O. R. T. watch charm. Has not yet been found.

Div. Com.

Chesapeake & Ohio Ry.

Clifton Forge Meeting—

Regular meeting held at Clifton Forge Wednesday, September 18th, with a very good crowd in attendance, including Bro. Stratton, our old reliable general chairman.

Bro. Stratton is always with us, and always has something interesting to tell the boys, and those who stay away from the meetings miss a great deal that would interest them.

Our Division is in a flourishing condition, gaining ground every day, and it will not be long before we will be counted as the leading railroad organization.

I wish some of the brothers who have not been with us for a long time would try and attend our next meeting, and they will be so pleased with the progress we are making that they will go back home making renewed efforts in upbuilding the Order.

We are still initiating a few "nons," but they are getting scarce; in fact, so scarce that we are almost solid.

Sorry to say we have two "nons" at Clifton Forge yard office, but think we can convince them soon that they are standing in their own light.

There are several brothers at Clifton Forge, and along the line, who have not paid dues for the present semi-annual period. Hope they will not permit themselves to be dropped.

The editorial in our September TELEGRAPHER in regard to dispatchers joining the Order expresses my view of the matter exactly. I hope this editorial will be the means of converting every operator and dispatcher on the C. & O. Ry. into thinking the same way. It is very important that we have the dispatchers with us, and I believe it would be better for the company, as well as the dispatchers and operators.

I hope, when our next contract it made, it will include the dispatchers, and if we can get the majority of the dispatchers on our side I think we can take them in without much trouble.

Our next regular meeting will be held at Clifton Forge the third Wednesday in October. Hope to see a better crowd out than we had last time. Also, hope the chairman will use a little judgment in appointing a correspondent, and appoint some one that can and will write.

With best wishes for our organization, I am,

Yours, in S. O. & D.,

L. C. LANDRUM.

Alleghany District—

Our last meeting wasn't a howling success, owing to such a few members being present. As our New River Correspondent said, "Bro. Rushford almost had to make speeches to the chairs." We hope this won't be the case often. We cannot settle difficulties or grievances by staying at home. We must get together and talk over our troubles—those that have any. How can our local chairman take matters up unless he thoroughly understands the case, and there is always some small matters in every meeting to be adjusted, and our officers would like our opinions on them. There is no reason why we should not have the banner lodge of this System Division. We have the material and members. All that is lacking is little more interest. True, members from this District have a poor way of getting to Hinton—no passenger trains to put us there in time—and have to ride freights, throwing us up all night. But we could split the difference and go every other meeting night, any way; should be able to stand that. I think it's an excellent idea, as was mentioned in our meeting, for each member to donate a small sum each month for refreshments, etc., after each meeting that would probably encourage a few to come, and would benefit us all. Now, boys, just turn out our next meeting night, October 16th, in Odd Fellows' Hall, Hinton, and wake things up.

The track men in this District are rapidly falling in line and getting together in their new Order, and I understand are pretty well organized on the entire System. Am glad to see it. They

can hope for no improvement in their present condition, and they should have all the encouragement our members can give them. To use a commoner saying, a man "isn't in it," these days, unless he belongs to his union.

A prominent tobacco manufacturer of this State was in my office not long since, and was discussing the steel strike, and said he hoped the strikers would win. I said to him that that was a rather uncommon remark for a man employing 250 to 300 men to make. "Not so much as you think," he said. "There are a good many with the same views as myself," and that union labor was the best help he could get, and he would not have a non-union man in his factory; and I think he is near the mark, that corporations and combines are learning slowly that union labor is the only kind that can be depended on. The men stay with their jobs, and give good service. Take the "O. R. T." Ten years ago, when I first started in the business, there wasn't a single day passed hardly without meeting an operator hunting new fields, changing around from some cause, I suppose, satisfactory to themselves; that was when the O. R. T. was in its infancy. Take it to-day. I haven't seen an operator on the hog for months. There is a water-tank here, too, and the O. R. T. count their members by the thousands, and if all railways are like this one, operators are a scarce article. Several offices have been closed for a night or so, when regular man would be compelled to be absent, for want of an extra man. Still, there is some few that will tell you the O. R. T. is no good. They can give you no reasons, simply it's no good. Am glad to know such men on this System are few. There is not a man on this road that has been here any length of time the O. R. T. hasn't benefited financially or otherwise.

When I first went to work for this company the salary for Eastern Division was \$35 per month, and Western Division \$40. We to-day receive for the same work, and a great many places less, \$45; Western Division \$40, Eastern Division and a large number \$50 and \$55. I suppose the railway company volunteered and made this increase, "nit." Your quarterly passes, your eating supplies hauled free every time, and a good many other privileges. Where did they originate?

Well, I suppose, this being my first article to THE TELEGRAPHER, I had better stop, after I locate a few old-timers and others for you at east end of this District, coming west.

Starting at Lawmoor, Va., M. Laughlin, days; Rusk, nights.

Steele, Hodge, days; Russ Perry, nights.

Covington, "CM" Colein, T. L. Murphy, days; J. W. Price, nights; "BS" Colein, H. Alderson, days; Dixon, nights.

Dunlap, Tom Dickson, days; M. Tigarett, nights; Bro. Dickson laying off on account of sickness; extra man, don't know his name, relieving him.

Moss Run, J. J. Pfadt, days; his brother, nights.

Backbone, Joe Fleshman, day man and agent; his brother Jim, nights. How do you like married life, Jim?

Jerry's Run, J. J. Holt, days; Allen Dickson, nights. Bro. Holt was re-elected at our last election to the position of local chairman. "Ho." is a great hustler.

East Alleghany, Mrs. Henry Smith, days; O. L. Dickson, nights. Bro. Dickson says the Robinson show was the best he ever saw.

Alleghany, A. C. Clark, days, and E. E. Eagan, nights. Bro. Eagan says he would make a good hod-carrier, as there are 57 steps to climb to get up on top, and that's a staff office, too.

Tuckahoe, over the Divide, being in West Virginia; S. L. Chapman, days; J. Frazier, nights.

White Sulphur; this is the famous summer resort; had 800 guests this season. Tom Hanifin, extra agent; C. R. Farmer, day operator; S. Pery, nights.

Howard, Joe Pfadt, days; W. M. McNeer, nights.

Whitcomb, the Misses Gaddis, Ethel and Kate. Ronciverte, Tigarett, days, and J. Wickline, nights. Regular day man, John Eagan, trying his luck running trains on the Greenbrier Division. Success to you, John.

Lockland, Mrs. Brady Farmer, days, and Mr. W. L. Sweet, nights.

Fort Springs, Mrs. M. M. Fugson, days; Bedly Lamer, nights; don't think there is a regular man there, nights.

Half Way, W. J. Pfadt, days; don't know who night man is.

Alderson, C. Knopp, days; Houchens, nights.

Wolf Creek, Mrs. M. S. Denning, days; Geo. Pery, nights.

Stock Yards, S. F. Lively, agent and operator; Tom Altair, nights.

Hilldale, Ben Boyd, days, and A. Gillispie, nights.

Weggins, J. E. Wheatly, ticket agent and operator; J. O. Clark, nights.

This is the end of my run. Some few of these are nons; have gotten four or five of them in the last four months. I hope to see this District solid by the first of the year.

All of you turn out at our next meeting.

Div. Cor.

Union Pacific Railroad.

Kansas Division—

Bro. G. W. Brubaker, agent Edwardsville, with his family, was off two or three weeks in September visiting at different points in Colorado; also, Ogden, Utah.

Bro. L. M. Rathbun, agent, Blue Springs, was away ten days the first part of last month. Mr. Severs, recently from the Wabash, was in his place.

Bro. C. N. Nichols is at Beloit for an extended stay, relieving, as agent.

Sister Nellie Sims, days, at Lawrence, has been taking a vacation for a month, and visiting at Lincoln, Neb., and Kansas City. Sister M. I. Nixon filled her place while away.

Claire Rice, son of Bro. Rice, agent Randolph, has been relieving the last month at Western Union office, Manhattan and Enterprise.

Day Opr. Wilson, at Manhattan, is off at present on account of sickness, and in Kansas City for treatment. S. J. Youell is officiating, days, and a Mr. Sikes, nights.

Bro. D. C. Leach is manager at Junction City during the absence of Bro. Chanuiey, who is in attendance at the convention.

F. D. Sparry, for ten years agent at Ellsworth, has resigned to engage in business for himself. He is succeeded by J. Nance, formerly agent at Beloit.

Bro. O. M. Swope, agent at Kanopolis, is away on an extended leave in the West and relieved by W. R. Hill.

The special instruction boards, which have been on the Division the past month holding sessions at Ellis, Junction City and Kansas City, have finished their labors and moved elsewhere. This new departure of the company is said to be deemed necessary on account of the new book of rules soon to be put into effect.

Bro. D. C. Leach, the new local chairman, has assumed his office, and is busy familiarizing himself with the duties thereof. He has appointed as assistants Bro. E. D. White, agent Garrison Crossing, and Bro. A. E. Cosley, agent Armstrong, who, with himself, constitute the local board. The motto of the new board is "Progress," and the hearty co-operation of every member is solicited.

The sudden death of Conductor Logan, formerly on this Division, which occurred last month in the K. C., F. S. & M. yards, Kansas City, where he was employed as night yardmaster, was a cause of sincere regret to every one, for few had more friends than Bro. Logan. Cheerful and pleasant under all circumstances, he left an impression of his kindly disposition on all with whom he came in contact. A true friend of the operator and all humanity. Peace to his ashes!

The brothers are reminded that the office of general secretary and treasurer has been transferred to this Division, in charge of Bro. J. L. Chandly, Junction City. Please be prompt in the remittance of dues and all matters pertaining to his office, and thereby aid him in the work that he may have the more time to devote to the interests of the Order.

Your officers intend to work hard to place Division No. 6 as the banner in point of interest and numerical strength, and your earnest assistance is requested. No stone should be left unturned in our efforts to obtain eligible, worthy new members. Read your TELEGRAPHER carefully and endeavor to keep in touch with every item of interest to the fraternity. Because we cannot hold meetings is not sufficient reason for allowing our interest to lag. We should remember that this (U. S.) corporation very successfully conducts its business and directs the work of the road at its headquarters, several hundred miles away, with its staff of officers, very few of whom ever know or meet the rank and file who are out on the road doing the work, and yet are able to maintain a

thorough knowledge and interest at each station. While meetings are essential and provision will soon be made for occasional such, we should try to make the most of conditions as we find them and endeavor to be thoroughly alive at all times to our interests, the same as required by the company to its interests. More anon.

PAUL KRUGER, JR.

New York, Div. No. 44.

Long Island R. R. Notes—

Organizer R. D. Elmendorf has left us to accept a position with the Postal at the Hotel Cadillac, on Broadway, New York City.

Bro. N. E. Demarest is holding down a broker's job in Wall street, New York City.

Bro. F. M. Capach will be in attendance at the St. Louis convention, which is now in session.

Our Division will be ably represented by our delegates, Bros. T. A. Gleason and J. D. Webster.

Mr. Oliver S. Stewart, day towerman at Jamaica Block, was quietly married to Miss Mary Murphy, of Long Island City, on September 16th. Rev. John McGuire, of St. Mary's Catholic Church, officiated. The happy couple spent their honeymoon in Pennsylvania. Mr. S. received a pass for himself and wife, and it is generally believed among the boys that the latter courtesy was extended to him on account of his superior service.

Bro. Haliere, of Montreal, System Division No. 1, is working for the Postal at 253 Broadway.

Treasurer W. L. Grubb, of Pittsburg Division No. 52, spent his vacation in New York City, and acknowledges having had an up-to-date time. He will visit us again at his earliest convenience.

Several towermen have been dismissed the past month. The O. R. T. has two-thirds of the towermen enrolled, and it is interesting to note that a dismissal among these is very rare. It is evident that the Order men are as interested in their daily labor as in the advancement of their profession.

Bro. P. H. Hayes has been working extra at Penny Ridge tower for several weeks.

We are all working two tricks again, and our labors lightened, although extended, in some instances.

Bro. J. J. Kraus, of the firm of Kraus & Bowen, Philadelphia, commission merchants, paid us a friendly visit the early part of this month. He also spent a week in Goshen, N. Y., but in the latter place his visit was considered a little more than friendly.

What has become of Bro. J. Keenan?

Among our new members we find Bros. J. B. Mahon and J. T. Oakley.

Some of our members are still in arrears with their dues for the current term. Please favor us with a remittance at an early date. Address our secretary-treasurer, Bro. H. E. Regensburg, at 162 Twelfth street, Long Island City, N. Y.

Div. Cor.

Montauk Division—

As I have been asked to write up this Division, will do as much as I can, although I am not very well posted.

Starting at Dutchkill's Drawbridge, we find Bros. E. H. Roe and J. J. Gallagher.

Blissville, C. G. Cummings and Wm. Smith.

Laurel Hill, Bros. Webb and Sullivan.

Mount Olivet, are Bro. Tucker and Mr. Colligan.

Metropolitan, are Bros. Hiller and Penny.

Bushwick Junction, Mr. Murray and Mr. Dougherty.

Freshpond Junction, Donohue and Cook.

Glendale Junction, Bro. Wells.

West Richmond Hill, Driscoll and Bro. Fisher.

Richmond Hill, Gibbs and Bro. Matthews.

Jamaica Cross Switches, Bros. Hilley and Hyde.

Bro. Hawkins, of Penny Bridge, nights, has also left us and gone to New York. Don't know where he is pounding brass, though.

MATTY.

Pittsburg, Div. No. 52.

The first regular meeting in September opened by Chief Telegrapher McGuire, and after roll-call vacancies were filled by appointment, several of our officers being away on vacations. Minutes were approved, after a few slight corrections, and reports received from investigating committee. Several new ones were appointed upon the petitions for membership presented.

Bills amounting to \$37.56, covering various expenses of the Division, were read and ordered paid.

Routine business took up considerable time, a number of questions being brought up, which created discussion.

Under New Business, Bro. Barber, as P. C. T., relieving retiring Chief McClure, and after a neat speech, thanking him for the able manner he has conducted the Division during the past year, he proceeded to install the new officers.

Bro. Ullery declined to make a speech, but assured us that good behavior would be required of us all while he occupied the chair.

We already realize that, and feel assured that our meetings will lose none of their interest during the coming winter.

Claims for sick benefits amounting to \$40, also claim for \$50 funeral benefit on account of the death of our late Bro. John McGunigle, read, and vouchers ordered drawn for the amounts.

Bro. Ullery appointed Bros. Barber, B. F. McManus and J. F. McClain as Committee on Resolution on account of Bro. McGunigle's death.

Several members spoke eulogizing our lamented brother.

Several others were reported on the sick list, and action taken on the same.

The question of amount to be allowed representatives to the next session of the Grand Division required some time before an agreement was reached.

All brothers joined in discussing matters pertaining to the Good of the Order until Division closed.

The second meeting of the month called to order on the 21st, by C. T. Bro. Ullery, and all officers were present excepting the secretary, who was unable to attend on account of sickness, Bro. Barber acting in his stead.

Reports from investigating committees acted upon and appointments made upon all applications presented, which are increasing each week. Report of secretary showing result of ballots taken for local chairmen on the various roads of our district, as follows:

B. & O. R. R., Pittsburg Division, east of Connellsville, and branches, L. A. Maust, Garrett, Pa.

Pittsburg Division, Glenwood to Connellsville, and F. M. & P. R. R., and branches, Chas. Nabors, Uniontown, Pa.

Pittsburg to Glenwood, and Wheeling and Pittsburg Division, E. M. Lockhart.

P. & L. E. R. R., main line, C. W. Schnoble, Yough Division, S. H. Eakin.

P. R. R., Pittsburg Division, S. D. Daniels.

West Pennsylvania Division, P. M. Scott.

Monongahela Division, R. J. Doyle.

Union Railroad, C. C. McKalip.

P. & W. R. R., F. S. Ziegler and M. J. Kelley, eastern and western Divisions, respectively.

Business being disposed of, Chief Telegrapher Ullery announced the following appointments: I. S., C. A. Murphy; O. S., Jas. Kelley, and marshal, C. C. McKalip.

No further reports were received from our members on the sick list, but all the patients are doing well.

Division closed at 9:55 p. m.

During the past week applications for membership have been flowing in from all the roads, and things look very favorable for a large sized O. R. T. movement on the roads entering this city.

We have a good set of chairmen elected for the current term, and I trust that every member will give them earnest support at all times, but first of all, see that every telegrapher on your line is O. R. T. A little individual effort will do this, and there will be no need of organizers to carry on the good work.

KONEY.

Pennsylvania Railroad.

Pittsburg Division—

With apologies to the Division correspondent, who is either lost, strayed or stolen, I will endeavor in my humble way to line up the boys and girls on the west end of this pike.

At "UF," Fourteenth street, we find Salzer, days; Hall, nights.

"BU," Seventeenth street, we find Hiller working split trick, with Daniels on machine. Sam is too busy helping his wife preserve peaches to attend lodge.

"VI," Twenty-eighth street, Miss Murdoch working first; Fisher on split trick, with Carothers doing the owl act.

"CM," East Liberty, Stanley first; Clinger second and Zentmeir third.

"WK," Wilkinsburg, Glenn and Rothrock working twelve hours.

"N," Brinton, Wentz first, Russell second and Sumpman third.

"WG," Wilmerding, Beiter, days, with Eaves, nights, who is subject to "cramps" after pay-day.

"UJ," Pitcairn, Mrs. Pringle first, Miss Huston second, with Berlin doing the owl act. Say, "BJ," can't you win some of those girls over to the Order?

"GH," we find the Misses Diehl, Carey and Taylor, with Pepper, who has somewhat of a record as a "scrapper," doing the owl act.

"SZ," Stewart, Miss Hawk first, Eisaman second, and Amend third. "VR" is an ex-member, but seems to have "cold feet."

At "CP" we find Fritchman first, Miller second, Hilty third.

"MF," Manor, Crawford first, Steiner second, Pool third.

"RG," Radebaugh, Ullery first, Suter second, Reed third.

"GU," Greensburg, Monahan first, Blystone second, Good third.

At "SW" we find S. L. Thompson first, D. R. Ullery second, with J. H. Cline holding down third. Three good boys, that should attend lodge oftener.

At "MJ," New Haven, we find the ever-smiling C. P. Glenn, who, as usual, can always be found with both feet on the table. Say, "GX," can't you give us a list of the boys on the Southwestern branch for our next addition?

At this writing Bro. M. S. Tarnier is working in main office of the W., J. and S., at Atlantic City, N. J. "13" Mike will be with us soon with the intention of working the owl trick at "GH."

How about "OD," Mike? There are several new men in there.

Would like to hear from our brother who gave us an account of the boys and girls east of Bolivar in the August number. Let us also hear from our brothers on the P. V. and C. and West Pennsylvania Divisions, who seem to be enjoying a good nap.

If the scarcity of operators keeps up, our heavy Bro. Harry Roberts will have to cancel his annual hunting trip this fall.

Will ring off for the present.

Hoping some other brother will help for the November number, I remain,

Yours, fraternally,

IKK.

Oldtown, Div. No. 11.

Maine Central Railroad—

A well-founded sensitiveness among our members rather prevents those personal notices from this division, just at the present time, which make so interesting reading in the correspondences from older and less self-conscious divisions. We have reached a point where we like to see the division

name and number in print, however, even where we are not quite ready to branch out in a more personal manner. All this makes the correspondence from Division 11 rather dry reading to those who do not happen to be interested in the matter from any but personal reasons. Later on there is hope of better things.

Readers of this department must have observed how the calls are coming in from all over the country for best methods of making the organization of our Order stronger, more efficient, and, at the same time more stable and respected. The method finding the most advocates just now would seem to be on the line of the plan incorporated in the recently adopted local by-laws of this division, and called therein the local correspondent system. At least two correspondents from other divisions have within as many months suggested that something ought to be done in this very direction, and it will not be out of place to call the attention of the members of Division 11, at any rate, to the fact that what others are calling for, as a sort of last resort, we already possess, and only need to give it the helping hand necessary to make anything go in this world to reap all the benefits acknowledged as going with the plan.

An outline of the scheme shows the entire road divided into territories averaging about twenty-five telegraphers each, and named from the wire call of best known office, called the Center. Each territory has a local correspondent, and the entire staff of local correspondents make up the Committee of Organization, with the Chief Telegrapher as Chairman. Regular letterheads and envelopes are furnished to give the most business-like appearance possible, and an allowance for postage is made, up to a certain limit, as a rule.

The Local Correspondents are especially advised to post themselves well on all O. R. T. subjects, and correspond, with a view of exchanging ideas about the work, and bringing all parts of the road into closer communication. The details of how the plan is to be carried along until a perfect organization results, and then how the results obtained are to be maintained could hardly be set forth here, although the real secret of success is contained even more in the elaboration of these details for doing the work than in the system itself as stated above.

Local correspondents are expected to report at least once a month, and the main subjects of those reports are laid down in the By-Laws, so that the work is made uniform in the main, while closely systematized in its details without being too rigid to cover all the demands put upon it.

A very careful selection of local correspondents was made, to begin with, by the moving spirit of our work, Bro. W. E. Blanchard, and, indeed, it would be a severe task to install such a system without the aid of a skilled organizer.

Brethren of Division 11! We are heralds of a new order of things. As goes Maine so goes the Union. The old Pine Tree State is again heard from. What shall we do, as individuals, to be worthy of our calling?

Div. Cor.

Erie System, Div. No. 42.

Opr. Rench working extra at "GN."
Opr. M. L. Welch and wife taking in sights at Buffalo.

Opr. Bender got New Portage nights regular.
Opr. Struthers got Caledonia "CN" nights regular.

Opr. Kennedy got "Q" Marion nights.
Opr. Quay at "RT" Galion, extra.
Opr. Shubert, of "Conden," is taking few days off. Don't know extra man relieving.

Opr. J. P. Wilson working at "3" Galion shops extra.

Opr. J. Lee at "GN" Dispatcher's office, extra.
Who is going to get the job in "GN" Dispatcher's office? is being asked by several of the boys.

Bro. Hogan, of "AC" Marion, goes to "XD" Cleveland, October 1st, for few weeks.

Bro. Todhunter, recently with Erin, now working in Cleveland for Big 4.

With some of us it must be a matter of great importance to be able to get off. Very short of men. "Can't place any one there now," is the answer you get.

The boys are not at all pleased with last lot vacancies advertised account "AC" and "Q" Towers, Marion days not being on list, and are asking each other why. Go little higher, Bro.; go little higher.

CERT. 48.

Meadville Division, East.—

We understand Bro. Broderick, of "WC" tower, will soon have a new partner, as Mrs. Cunningham will resign. Wonder if that vacancy will be filled by a good O. R. T., or a non, who has not nor will not become a member of the Order which has placed these vacancies within their reach. It is to be hoped when such people are ready to grasp any thing the O. R. T. has won for them, they will at once fill out the proper blanks, and help push the good thing along.

No one has heard Bro. Johnson, of "S" tower, move lately. We think he should jump to 105 West 3d street, Jamestown, once a month to shake hands with the boys. Bro. "UN" you could do some good down there. Let's hear from you.

Bro. W. G. Heerlin, of Oil City, was calling on friends at Cory and Jamestown en route to the Pan American. Bro. H. is a good hustler for the Order. We hope he has a pleasant trip during his vacation.

Bro. McElroy is still off duty on account of his brother's sickness, but good news reaches us that Mc. is gaining slowly. He has battled with the fever for four weeks, and now will soon be out again. Extra Opr. Flaherty has been at "I" during his absence.

Bro. Cloncy went over this division few days ago, and it is gratifying to hear of the success he had—landed 25 of 'em. Now, brothers, you all can shake hands with your next neighbor, and you will find that he can give you the grip, and show an up-to-date card. But we did find just three who did not come in. Two of those were

agents who never keep a student, and one who has, and, perhaps, always will keep them, but it is to be hoped Mr. Hein will see his mistake, and do away with such practice. I think he may yet be convinced of the millstone that is hanging around his neck if some brother could only see him personally and point out his position.

Now, brothers, let every one show the spirit of O. R. Tism; that you all have taken the obligation. Success will surely crown our efforts, so let all of us do a little, and the reward will come. Surely Bro. Cloncy has shown his caliber in the way he went to work down here, and we all owe our hearty support to him in every walk of life, as Bro. Cloncy has always put forth his best efforts for the good cause, and we wish him success.

Bro. S. E. DeWitt and J. M. O'Neil were elected with a good large majority in this district, and the brothers can depend on them to do for the best interest of the Order.

CERT. 39.

Lima Division—

Several requests for items from the members of this Division have not proved very successful so far, and we wish to remind the boys once more that every little item counts, so if you happen to know of a little news, no matter how unimportant, that concerns Lima Division, kindly forward same to Bro. C. N. Aldrich, 721 Greenlawn avenue, Lima, O.

Application papers have been forwarded to quite a few of the boys along the line, at their own requests, which will be filled out in the interest of the Order. That's right, boys; don't wait for some one to come to you, or keep us ding-donging at you all the time, but get in line and see how much more confidence you will have in yourself. There's nothing that makes a fellow feel better than to have an up-to-date O. R. T. card in his pocket.

It is said that there are to be fifteen new interlocking machines put in on the Erie between Chicago and Marion, the Lima Division to get about half of the number. These will be excellent devices for the various brothers along the pike to keep their muscle in the proper condition, and, incidentally, help them from becoming too weary about No. 3's time.

Bro. Pyle, of "SJ" tower, Lima, has been off a few days this month, the guest of relatives in Portsmouth, O. Bro. Stroupe, of Spencerville, did the owl act in his place.

Opr. McNeff, of "MJ" tower, is taking a few days' vacation, relieved by Bro. Bashore. We understand that Bro. Bashore is a west end man, but hope he can be convinced that the Lima Division is the proper place for a first-class man, and stay over here.

Bro. W. H. Willis, until recently agent at Kemp, resigned that position the first of the month, and has gone into business at Harrods. Our best wishes go with you, "WI." Bro. Miller, formerly extra agent, has been appointed to fill the va-

cancy. We are glad to note that, even though Kemp is rather small, she is, and has been for this long time, solid O. R. T.

Bro. J. W. Hopkins, day operator at "KN" tower, Kenton, is taking a few days' vacation, and spending same, or part of it, at the Buffalo Exposition. We understand that Mrs. J. W. is along with him, so we are satisfied that he will be well taken care of, as far as gold bricks are concerned.

But speaking about "gold bricks," it is said that Bro. Strode, of Spencerville, while in Chicago recently, made an attempt to buy the Masonic Temple, a confiding stranger having offered to sell it to him for the nice round sum of \$500. The gentleman showed Bro. S. all over the building, bossed the elevator boys, etc., and everything looked square as could be. Come over to Lima, my boy, and we'll show you the difference between a cab and a bus.

CERT. 431.

Canadian Pacific Ry.

Atlantic Division, St. John Section.—

I noticed the correspondent of last month mentioned that we were all asleep, and I think he did not go far astray in his remark, Brothers! It seems to me that we are taking very little interest in our noble Order. Can any one remember when we had a meeting last? Here is the winter rush coming on again, and our contract still unrenewed, and likely to remain so, if we do not do something soon.

Our Sundays will soon again be taken up with "brass pounding" for twelve hours, and nothing extra for it. Brothers, let us all wake up, and not die and be buried like the Northern section Brothers, for I think they must be dead and buried, as there is never a word heard from them, not even from our local officers who hold out up there. We, I think, would score one ahead, as we do open our mouths once in a while.

All the other Orders have their regular meetings, even to the trackmen, the youngest one of all. It should be enough to shame us. Brothers, just for a minute stop and think where we would be, or might be, if it was not for our noble Order, and then to think how little interest we are taking in it lately.

I could go on and say a lot more, but I will wait and see if some other Brother will not take up where I have left off in next issue. Before cutting out, I might mention a few changes that have been made lately.

Just heard Bro. Dow, of "MA," days, is about to leave us. If you are doing better, don't blame you, Paul. Hate to lose you, though.

Bro. Davidson, of "MA" nights, attended the Fredericktown Exhibition. How was it, Ed?

Bro. Crawford, of "Q," will now have a chance to use his rifle since partridge season has opened. "Jack" would like to have a pair.

Bro. DeWitt was transferred from "HY" to agent at "RK." Davie, how do you like climbing the windmill and running steam pump?

Bro. Mushrow, of "MC," still holds her down in his good old free and easy style.

Bros. Nutter and Nason, of "H," I presume have been quite busy answering questions during the four days exhibition at Fredericktown.

"HY" is again manned by Brother Agee as agent, formerly of "N" nights. Guess Jack is happy now.

Bro. Fairweather was transferred from "RK" to agent at "NS," on account of Bro. Stevenson being appointed 3d trick dispatcher in "CN." Good luck to you, "O," and try and get those other fellows walking in the right path.

They say Bro. Rowley, of "BD," is getting very fleshy. "Al," the breeze from the river must agree with you.

"Prof." Dennett, of "GB," is at present on his vacation, being relieved by Mr. Burper who I hope to call "brother" soon, eh, Fred?

Last, but not least, comes our popular Bro. Wiles, who does the relieving of the agents during vacation time, but now at his old spot "W" days. Herb, are you going to get your holidays this season? Suppose nothing short of the Pan-American will suit you if you go away on a trip. Oh, by the way, is Mr. Reed, the new night man there one of us? If not, get him into the fold.

It has been whispered that one of our old members has a student. Hope it is not true, though.

CERT. 846.

As I am tired looking each month for a few words from some one on this end, I have decided to break the ice, though I won't make much of a fist at it.

We have three good men in dispatcher's office, at Woodstock—A. Williams, chief; S. E. Shea, first relief; S. R. Ross.

At Presque Isle, R. H. Steeves, Caribou H. Dow. Fort Fairfield, A. F. Letarte.

Aroostook Junction, J. W. Howard.

Grand Falls, A. Hallett.

St. Leonard's, D. Topham.

Green River, R. B. Welsh.

Edmundston, H. W. Phillips.

Andover, M. Murphy, North A street.

Kilburn, W. H. Coy.

Bath, H. E. Blakslee.

Bristol, C. Tinker.

Florenceville, A. B. Gaines.

Hartland, E. Alexander.

Newburg, R. B. Owens.

Woodstock, C. D. Jordan.

Deber Junction, H. L. Bailey.

Houlton, S. Tinker.

Benton, L. Speer.

Canterbury, "Dewey," J. L. Drysdale.

Watt Junction, R. Clark.

St. Andrew's, F. Dow.

St. Stephen, C. A. Lindow, with Opr. F. Wry.

Millville, V. H. Earle.

Keswick, W. M. Law.

St. Mary's, A. W. Rockwell.

Fredericton, C. W. Manzer.

S. R. Blair, relief agent, has been hustling things this summer. He is now at Presque Isle, while R. H. S. is taking his rambles.

Not all mentioned are members of our Order, but as I don't wish to hurt the "nons'" feelings, or give any one a bad opinion of them, I won't make any distinction.

Well, I think I will have to take a few hours' rest, after writing all this, but think some of the boys on this end should wake up.

So, hoping to see something worth reading from our Division next month,

Yours, in S. O. & D.,

SLAGEN.

Montreal & Ottawa Section—

There is nothing new to be recorded from this section since last report. Our standing remains the same. An effort will be made in the near future to get the few "nons" into line. There is no doubt but Mr. Robertson, at Navan, will send in his application pretty soon. The boys at N. Y. & O. Junction have a kindly feeling towards the O. R. T., too, and I hope to have the pleasure of announcing their initiation in the next issue. It would be gratifying, too, to see Mr. Swan climb down from his position on the fence and join the ranks of the noble O. R. T., which has put so many dollars in the pocket of every man of the craft. Just think it over, boys, and ask yourselves if it is manly to withhold support from an organization to which you owe so much of the comforts of life?

Some plead want of means to join. I fully understand that and appreciate the difficulties to be encountered occasionally by all men of small salary. But our salary would be much smaller and we would be unable to procure some of the necessities of life were it not for the O. R. T. Difficulties abound in the life of every one of us, but man is made to overcome difficulties and not to allow them to overcome him.

Some men really can not advance any cogent reason for not supporting the Order of their craft. When approached on the subject they, with a jerk of the head, say: "O, I have my reasons," etc., etc., but press them for their reasons and, being unable to adduce any, they assume the heroic and, like Jack Falstaff, declare "if reasons were as plentiful as blackberries they would give no man reasons on compulsion." "Jack" was an arrant imposter. What are they who adopt his tactics?

But this is true only of a few incorrigibles (it does not apply to all the "nons" on this section) who lack the manhood and independence to call their soul their own. Indeed, such men are not desirable members for any union, and they would be no source of strength to our Order. But there are men outside the Order whom it is desirable to have and every lawful and fair means should be resorted to to bring them in. These men should give the matter their early consideration. Remembering that but one-twelfth of the extra pay, which the O. R. T. was the means of securing for us, would defray the expenses of becoming a member thereof it is surprising that any man should plead want of means as an excuse for remaining outside the ranks.

This is written, not with hostile feelings, but simply to place the matter in its true light before these men who hesitate to join hands with the great majority of their craft on this continent.

Through an oversight no-one was nominated for Local Chairmanship of H. B. Spencer's Division in time for the issue of ballots at general election, but Bro. Appelby took the matter in hand and our Local Chairman for next term will, it is expected, be Bro. McAmmond, at The Brook. Mac. is preparing for his holidays, which he expects next week. Himself and his amiable better half are going to do the Pan-American, thence to Old Orchard, Maine, to enjoy, for a brief period, the exhilarating breezes of the broad Atlantic. I would suggest to him while there to spend a day or two in "Casco Bay," winding through the mazes of its three hundred islands, which is said to rival the archipelagoes of Greece. I can not vouch for this. I have seen "Casco Bay," but not Greece.

"All days are nights to see, till I see thee,
And nights, bright days, when dreams do show
thee me,"

Sings Bro. Dubois, who is booked for holidays in October, and when he returns to duty there will, it is said, be "two heads on one pillow" at Alfred Station, and "JF" will be a happier and wiser man ever after.

I have not heard when Bros. O'Leary, Meaney, Appleton, Appelby, Bell and Sansregret are going to step out of harness and take a caper around the country to recuperate.

But, by the way, what is wrong with the Chalk River and Ottawa & Montreal section, boys? Haven't heard them say anything lately. Seems as if they have slipped off the edge of the earth. Come, boys, wake up! wake up! Get things in motion and keep it so. "Eternal vigilance is the price of liberty."

BRUNO.

Am pleased to record my vote for an Organizer. Am sure the expense necessary will be doubly paid. There are some right good fellows standing aloof from joining simply because no one gets an opportunity of arguing the question with them. Now, such men as McPherson and Robertson do not require coaxing and driving. I would be greatly astonished if an Organizer would have to do more than show himself at N. Y. & O. Junction and Navan. Night man F. W. Boze is quite eligible now and should be able to appreciate a good cause. Robertson, of Navan, join hands in this Scotch reel. A Scotchman as a wall flower is an undreamt of being.

Bro. Richard O'Leary is as solid as a member of the Clan-na-Gael. His desire to stay with it is only exceeded by his notion of seeing the fireworks at Ottawa Exhibition.

Bro. McAmmond, of The Brook, has just returned from his vacation. He is one of the pipers of our regiment, and I think he is the one that lost a leg storming the heights of Daigai. How-

ever, he grew another since arriving at The Brook, and now uses it for a hay press.

Hammond men, you are surrounded! Hands up and surrender!

Bro. Meaney, "new, but a valuable addition to the Order," is off on sick leave. We trust he will soon resume work, as our circle becomes badly broken at this point. The music of the pipes, the merry strathspey of our circle, is broken into by the squealing, screeching, discordant sounds of the hand organ, one to turn, one to collect the coppers. The monkey, not being well fed, quit the troupe and started monkey shines farther east.

Bro. Dubois starts on his vacation at once. His artistic floral display and neatness of himself and surroundings is sufficient recommendation to endear himself to any girl.

Bro. Appleton's hobby seems to be house plants and box cars for hay, two widely separated commodities, to be sure. Pretty near as far apart as Charlie's head and the soles of his boots. One of the travelers tells me he came across Charlie making for the business siding with a cheese box under one arm and a bob-tail yellow dog under the other. "What are you going to do, Charlie, with the cheese box?" "Oh, blank the thing," says Charlie, "I can't get any box cars for hay, so I'm going to put wheels under this." "But what's the dog for?" "I'm going to work it in for springs," says "C." Bro. Appleby and Bro. Bell can tell you a thing or two about the way cheese boxes are growing every year. They fetch them in on stone boats this year. Dan says he had two of them on his platform the other day. He also had a message for Roadmaster Houston about sending his motor car to Yokohama. I went out with it," says Dan, "but couldn't find Houston, though I looked over the top of a thirty-ton car." Dan is only six feet seven. "I couldn't see over the top of the cheese boxes, so I got around them in about five minutes, and there were two girls and Mick Kelly, Mick Kelly's bus and Houston all behind the boxes."

Bro. Appleby is putting in overtime figuring on how he and Bro. Wiltse, of the C. A., can attend the next hockey match at Ottawa together.

Bro. Sansregret is a bit side-tracked at Pt. Fortune in not being on our wire. However, the fact of his daily work with a pail of the outside musical troupe leaves no taint upon him.

Mr. Swan, of Central Depot, should be an easy subject for an Organizer. At least a man supposedly competent to fill that position, would naturally be thought able to look a point or two beyond at the broad side of the question, ask himself a few questions that can not be answered without a troubled conscience and come to the conclusion that these fellow workers are not foes, but are friends to whom more or less gratitude is due.

OVERTIME.

Owen Sound & Teaswater Section—

There is no good reason why our Division should not be heard from every month. It is through neglect more than anything else. I suppose that we

are not regularly represented in our valuable monthly, *THE TELEGRAPHER*. I'll venture to say every member looks anxiously for their *TELEGRAPHER* and thoroughly enjoys reading it. Then why should we not try and add to its interest? It is an excellent medium by which we may express our opinions.

Now, just a few words as to our existing condition. With one or two exceptions, two, if I'm not mistaken, our Division is clear of "students." This certainly is an improvement on a few years ago, but there is no plausible reason why we can not be clean of them altogether. It is to be hoped those harboring the "student" may very soon see the error of their way and do away with the practice, discourage it altogether. What good will ever be derived from it? None; on the other hand, incalculable harm. Those who encourage this sort of thing are, to my mind, taking rather a selfish view of the situation. Perhaps they get a little assistance from them, but what satisfaction is there in having help of that kind?

Aside from this, I think our Division is in fairly good shape. Undoubtedly a good many of us need a little enthusiasm injected into our veins, and it is to be hoped the scheme proposed by our committee may meet the hearty approval of every brother. I refer to the placing of an Organizer on this section. We need one badly. Let him meet with every one of us and hear what we have to say, as well as help the poor, yet unsaved, ones into our almost complete flock.

A number of changes will very likely take place shortly. Understand Bro. Johnson, agent at Brampton, has tendered his resignation to the company. We will all be very sorry to lose him, as he has proved himself an able supporter to our Order, as well as an efficient and most obliging agent for the company. I'm sure he has the ardent wish of every member for success unlim- ited in whatever he may undertake.

It is rumored the company intend filling the agency at Harriston with one off the dispatching staff. Where would the fairness be in that? I'm sure that is not proper line of promotion. Trust they may reconsider this matter and have the man who rightfully stands for it placed there. It would never do for us to let our promotion slip through our fingers, as it were, like that, as Harriston is one of the best stations left for our promotion.

CERT. 1267.

Shuswap & Mountain Sections—

Acting Supt. T. Kilpatrick has been gazetted as Superintendent of this Division.

Many changes have been made, so it will now be in order to write up the Division.

At Hector, Bro. Donnelly, fat and happy, is the genial operator. Bro. Donnelly is nearer heaven than most of us. His altitude is 5,200 feet.

At Field, Bro. Honey holds her down as agent, Bro. Swerdpager making things hum at night. "HY" is a trifle speedy on the wire. Mr. Campbell is lineman here.

Palliser is presided over in a very dignified manner by Bro. "Bob" Jelly. "Bob" wears his "chap- cau" on the corner of his head and winks at the pretty girls as they go by in the train.

Bro. Wells is agent at Golden, and a warm spot it is. More business done at Golden than any other office, except Revelstok, on this Division. Bro. "Wullie" Burton is night operator here. How's Angelina, "Wullie"?

At Donald, Bro. Frank Robinson is agent, assisted by Cecil Davis as baggage man. In the commercial office Bro. Giffen is lineman. Oprs. "MX" McMillan and Bob Davies. "MX" says there's as brave a heart beneath a Highlander's kilt as ever beat under an Irish soldier's tunic.

Bro. J. Morrison is agent at Beaver Mouth. "JM" is just back from a sojourn on the Prairie.

"Put me off at Bear Creek," said Bro. Broderick, and they did. That is why he is the operator there.

At Rogers' Pass Bro. Bob Kelly represents the company as agent. Bob handles that job as nice as it ever was. Bro. Campbell, a decent fellow, is night man. Bro. Wesley McClellan is lineman.

Glacier, our famous summer resort, is in the gentle hands of our genial Bro. Jimmy Armstrong. Jimmy has been away on a jaunt to the East, as he went to Brandon. Bro. Robinson hopes he will not expose him.

At Illecillewaet we find the Rt. Hon. Bro. Patrick Micheal Mooney, of Dungannon, "Oireland." If you want a nice time get off at "WG," place yourself unreservedly in the hands of "MO" and Mrs. "MO" and you will have it.

Albert Canyon, the next stop, is handled in an efficient manner by Agent Bro. J. Taylor.

At Revelstoke, same old gang in dispatcher's office. Chief, T. Downie; first, Bro. Jim Fraser; second, Bro. T. Moore; third, Bro. Dan Stearman. Downstairs, Bro. B. F. Gayman handles the "RS" business as it has never been handled before. Bro. C. W. Mitchell fills a chair in the commercial department.

Arrowhead, Agent Bro. M. Donovan, formerly of Enderby. Bro. Jack Graham, an old standby, is day operator.

Back to the main line again we meet Bro. Alfred Sharpe as operator at Griffon Lake.

Bro. Bob Barker is agent at Sicamous Junction. Bro. Johnson is night operator. Bro. Slim Oakley is lineman here.

Going down the S. & O. Branch, Bro. Bertie Sharp is agent at Enderby. Bertie, dear, think of that broken-hearted "lulu" in "GD."

Bro. Larimer is the popular agent at Armstrong.

Bro. Tom Cumiskey is the agent at Virden. What Tom doesn't know about railroading isn't worth knowing.

A good Order man is to be found at O'Karagan Landing in the person of Agent Bro. Armitage.

Mr. Scadding, agent at Kelowra.

Bro. S. L. Smith, a good man, is agent at Per-ticton.

Our up-to-date and energetic Local Chairman, Bro. Currie, is agent at Salmon, one of the few red-hot stations on this Division. It takes a good

man to handle "BN" when the fruit begins to move. Buck has a heart as big as a box car. You can tell that by his size.

At Notch Hill we find the only eligible "non," in the person of Mr. McKay, night operator.

Bro. McConnell is the esteemed agent at Shuswap.

Our last station is Ducks, where Bro. Billy Plum acts as agent, and is the whole thing.

In a recent trip through the Kootenay some old friends were to be seen. Our former Local Chairman, Bro. R. Armstrong, is relieving agent and extra dispatcher at Nelson, where he has built a splendid house in a very pretty part of the city.

Bro. L. J. Edwards, formerly agent at Albert Canyon, is agent at Nakusp, and has one of the most remunerative positions in the Kootenay. "LJ" and family are looking well.

Bro. Clark, who was agent at Glacier four years ago, is agent at Slocan Junction.

Bro. Colin McMillan, formerly agent at Donald, is now agent at McLeod, N. W. T.

For the benefit of main line men will say that the "Crow" Kootenay and Greenwood lines are good places to stay away from. Good stations are rare and expenses very high. Board rules from \$30 to \$45 per month. O. R. T. men are everywhere and all good fellows. The Kootenay is almost as solid as the main line.

A general desire for a new schedule was strongly manifested everywhere, and it is due time that one was negotiated. The remarkable development along the western lines of this company require that a new schedule should be presented and a radical departure in the rate of pay also. The present rates of pay are altogether too low, and compare very unfavorably with some recent schedules on Western railways in the United States. Shorter hours should also be asked for. The amount of Sunday duty required of operators should be reduced or paid for. Section men only work ten hours per day and are paid for Sunday work. I hope the General Chairman will take the initiative towards preparing a new schedule. A more favorable period than next spring cannot be imagined. A circular calling for suggestions to be inserted in a new schedule should be issued. This may seem rather early to commence, but drafting a new schedule is a slow process and requires much time to accomplish. The new schedule should cover the whole System and be presented simultaneously.

CERT. 744.

Grand Trunk Railway.

According to what we hear whispered among the telegraphers on the Grand Trunk, it is very evident that the boys are beginning to see the error of their past sleepy condition. Things are beginning to turn in the right way, and it is to be hoped that members joining now will see the necessity of standing together, and put a stop to this associating themselves with the Order to-day and dropping out six months hence.

We are beginning to hear of good meetings being held in different places, and it is to be hoped that the members will take advantage of them, attend them and get acquainted as to what is going on among the members of the Order.

Our Division is not yet up to the mark that it should be, and the members themselves are, to a certain extent, to blame for it. At the present time there is considerable room for improvement, and if each member would only put himself to work we would have one of the best System Divisions in the whole Order. The following is a table of rates showing the cost for new members joining the Order each month of the year:

Initiated in—	Pays to June 30.
January	\$7 00
February	6 42
March	5 83
April	5 25
May	4 67
June	4 08

Initiated in—	Pays to Dec. 31.
July	\$7 00
August	6 42
September	5 83
October	5 25
November	4 67
December	4 08

To the above is added \$1 application fee to the Mutual Benefit Department.

The insurance is compulsory. It is in three classes, and costs as follows:

\$ 300 cost per month	20 cents.
500 cost per month	30 cents.
1000 cost per month	60 cents.

Now, I would like every member of the Division to take it upon himself to get one new member. If you will do this, drop me a card and I will forward to you the necessary application blanks, and we would in a very short while have a perfect Division. Let each member ascertain as to whether his next door neighbor is already a member or not, and if he is not, then get him in. If you will go to work in this way you will save the Division considerable money, and where is the member that would not like to see our Division prosperous and one of the most perfect in the country?

I will stand by the following offer: To the member who is not a regular organizer, sending in the highest number of applications to our Division between now and December 31, 1901, I will give as a New Year's present a \$5 silk hat, but remember there must be all told one hundred applications received. Bro. D. Campbell, our third vice-president, is debarred from this contest; you know he would not look well in a silk hat.

After the Division is put in good working order your officers will devise some means to keep everybody posted as to what is going on in the

Division, so that the member who works on the branch line where a human being is only seen during train time will know as much as to what is going on in the Order as the man who works at the busiest station on the main line.

A lot of good could be done by the members themselves if they would arrange for and hold meetings at different points. The members would become acquainted with one another, talk matters over, etc., and then, when you were working with each other on the wire you would have more respect for each other, and, too, it would have a tendency to kill the ill-feeling that exists among the telegraphers on all railroad Systems, simply on account of not knowing the man you are working with.

I am pleased to report that my previous appeal to those who had not paid the current term dues brought a few of them to time, but there are yet some who are back, and I urge you to square up. If possible, I do not want to be compelled to have to issue a notice to any member of the Division at the end of the fourth month of current term to the effect that unless you pay your dues your name will be dropped from the rolls. Now, please do not allow this to occur. I want a clean sheet October 31.

There are a few members who remit their assessments for the Mutual Benefit Department to me. Please bear in mind that remittance for the above should be sent to Bro. H. B. Perham, St. Louis, Mo., and not to this office.

You will also save the general offices at St. Louis, as well as this, considerable unnecessary and expensive work, if you would immediately, when changing your address, notify this office, so I could keep track of you. If this was done there would not be quite so many claiming to have not received THE TELEGRAPHER and other mail matter.

I notice that quite a number of the members remit their dues to Bro. H. B. Perham, St. Louis, Mo. You should remit them to me.

I would like to arrange with an active member in every district to write an article for THE TELEGRAPHER each month, giving all changes and any news obtainable that would be interesting to the members. Now let some one on each district take this in hand and forward to me, not later than the 24th of each month, so I can copy same off with the typewriter, and thereby keeping it all together, and having it in good order for the printers.

For the month of August there were nineteen new members initiated in our Division.

Trusting that I will have the honor of placing that silk hat on one of your noble heads, and wishing you all the success imaginable, I am,

Yours, fraternally,

D. L. SHAW.

A. G. S. & T.

Seventeenth District—

The second meeting of operators residing in the vicinity of Toronto was another of the encourag-

ing kind. The attendance, though larger than at the previous one, was hardly as large as a Grand Division gathering.

Every man had something to offer for the consideration of those present, and several good ideas were developed for future use, and the boys will hear of them later. The Division correspondent, in his report of the first meeting, omitted to tell the members the adventures of the three who missed the last train on that Saturday night. It looked very much like "I want to get out and walk." You can have the rest of the story on application.

Apart from the business side of these meetings, there is the social side, one of untold value. The writer certainly enjoys meeting men whom he has known only by name and hearing their necessarily different views of things in common. It is a liberal education and broadens our sometimes narrow vision. Then, again, you know how much better you work with the man you know personally. If every operator could know every other man even in his district it would be a source of strength we do not now know.

If your local chairman cannot conveniently have a meeting in your vicinity, cannot you take up the matter with him and arrange one yourself? He will be glad to hear from you. Try it.

I would be more than pleased to hear of our members getting a little more interested in the welfare of our Division all over the System. If we ever expect to amount to anything, every member must do his duty, and not get dilatory in the matter.

Yours, in S. O. & D.,

CERT. 289.

Seaboard Air Line.

First Division—

"Old Tar Heel" was more than glad to see items in our last issue from others, as well as from other divisions of the S. A. L. This is indeed encouraging. Since I took the matter of organizing the S. A. L. up, nearly twelve months ago, I notice, with pleasure, that matters have been steadily pushed forward. The result of such work will, I hope, be seen in the near future.

I notice the establishment of Division 89 at Ocala, Fla., and would like to know if this is to be headquarters for the S. A. L. boys. If so, let's have some understanding, and get down to business. Don't think many of the scheduled roads can claim a larger per cent of membership than that mentioned by our Div. Cor. (Ocala, Fla.) in last issue. In order to have such a large majority as members, it is natural to suppose that we have night as well as day men in the Order.

Did you ever hear about the farmer who crossed his bees with lightning bugs so they could see how to make honey at night? Now we have a general cross up of bees and lightning bugs (day and night men), so let's work both day and night until our purpose has been accomplished. At the head of each of our departments on 1st Div. we

have men who have been working scheduled men (N. & W.), and I feel sure that they would treat us right in case of an application for a schedule. A schedule would not only protect our rights as senior employes, but it would confine us more closely to business, and to some degree decrease this run about from one road to another business.

Since our last issue, some changes have taken place on our line:

Mr. J. W. White, our efficient and popular agent at Petersburg, has been promoted to Traveling Freight Agent, headquarters at Raleigh, N. C.

Mr. Henry White, his Chief Clerk, succeeds him: as agent.

Bro. L. R. Goulder succeeds "Henry" as Chief Clerk, and Bro. Herman (the excursion goes) succeeds Bro. Goulder as operator and ticket agent, Dunlop street.

Your correspondent being oldest man on R. P. & C., felt a little left, but as he now learns that all those who were promoted are older on S. A. L. than he, he has become reconciled, and will wait the next go round. I would like to ask Punch if he knows of his own knowledge that all those he mentioned in his article as Bros. are really Bros. I fear he has made a mistake, but trust not.

The S. A. L. is coming to the front. No section of country can claim a better road than the S. A. L. When I say "better," I mean a road that is operated on more gentlemanly principles. We will soon have a rock ballast roadbed from Richmond to Tampa.

Then will come the increase in wages. May be before. We are a little behind as to the wage question, but all we need is a little more work and patience.

In mentioning the changes, I failed to say that Mr. Vaughn, a Sou. striker, has been appointed agent DeWitt. Mr. Beale takes night turn. Mr. Vaughn is not a member of our Order, but he is the kind of material we want, and I am straight behind him. Bro. Tucker, write him and name cost from now until January. Tell him all about it, and what he needs now to be saved.

"Punch," its your go next issue.

TAR HEEL.

International & Great Northern R. R.

Well, I know this will surprise all of the boys of this division to see a few lines from the old "GN," for I think it is the first time it has appeared in THE TELEGRAPHER.

We boys down here in old Texas don't "13" all things alike. Since last December quite a number of the boys have dropped their membership. Better get in line. Something good before long, and you "nons" will be saying, "Me wish I had a piece, too."

You should remember that you are laboring every day with a schedule in your pigeon-hole. How came it there? Of course some of you helped put it there. Some of you might say that we are reaping the benefit of your labor. That is all right. There are others doing the same thing where I came from. We can hear the extra night owls

flying both ways, and when they light, they frequently say, "What is the matter with the agent at ———? He is a 'non.'"

You old heads ought not to jump the game so soon. Come along and get in line, so when the next feller throws it at you, you will have the proper signal for him. Now is the time. We must stick to the Order, and not backslide, like some of the Methodist brethren do, and say it's the other feller. Let's all get in the ranks, and stay there. Each one do his part, and not wait for some one else. We can do as well as the O. R. C., or the B. R. T. either, if we will only try. Our crop of "hams" is like the cotton crop this year, "Kinder short." Everything else is improving very fast on the "GN," and why not the O. R. T.? Let's each one of us see if we can't bring in one apiece of the "nons" by December, anyway.

Will sidetrack and work on my "air." Some one else come now, as I have put in a starter. You all know what this sig. stands for.

Yours in S. O. & D.,

"OH."

Camden, N. J., Div. No. 84.

Installation exercises at Camden, Div. 84, on September 27, passed off very pleasantly, several visitors from No. 4 and No. 30 being present, and also a member of No. 82 from off the D., L. & W.

Some of our brothers are still in arrears in regard to dues, and it is to be hoped that they will make an earnest effort to straighten themselves out so as to be in good standing.

With a hearty co-operation of all our members with the new officers, something is to be expected.

Div. Cor.

Elizabeth, N. J., Div. No. 74.

Installation of officers took place at our last meeting with a fair attendance, although there was some of the old standbys missing.

Bro. Kelly acted as Marshal, and did well. A large amount of correspondence was answered, and bills for sick benefits read and ordered paid.

Everything passed lovely. The members retired to the Clark House for refreshments. We had one initiation on hand, Bro. Stevens. The goat was easy with him, as he is a rather delicate-looking young man. We expect quite a number to do the same thing at our next meeting. I would like to ask all members who possibly can to get there.

Bro. Hawks, of "P," came down to see us last week. He is now doing the assistant yard master trick and getting fat. Call again, Bro. H.

Bro. Gray, of "SW," went to "BN" to see the circus last week. "DO" reports having had a lovely time.

Bro. Meany is still doing the dispr. trick at west end of Vanderveer's Cut. A head-on collision between two passenger trains took place there last week. But for Bro. Meany there would probably have been a serious wreck. A P. & R. train ran by the signal, and came into the Cut on

single track. Bro. M. got them stopped and started them back, when No. 7 went into them. Mike is a careful man, and deserves great praise for his good work.

Bro. Major, of Div. 44, is doing the owl trick at "W."

There seems to be a scarcity of operators nowadays. Several Bros. tried to get to the Pan-American, but were told, "Can't relieve you." Not a ham factory on the pike. That's a good record.

Our delegates to the Grand Division have secured transportation, and we hope they will have a good time. You may bet when Bro. Fox cuts loose he will make a good impression.

A cordial invitation was received from the Rev. Dr. Clark, of the First Congregational Church, to attend special service, Sunday evening, September 29th. It was decided to accept, and attend in a body. We expect a large crowd for this occasion.

CERT. 391.

Harrisburg, Pa., Div. No. 3.

Since adopting the plan of road meetings, Division No. 3 has taken on new life, and if the attendance at the meetings held at Duncannon is anything to judge by, we would say they are going to be a success, there being a goodly number of the brothers present, not only from nearby points, but all along the middle division. It has always been a question how to reach the members living at a distance from headquarters, and it is believed that this plan is going to work the best of any yet, as by so doing, many brothers are permitted to attend the meetings that otherwise have been deprived of this privilege.

The next meeting to be held along the road will be at Newport, Thursday, October 17th, when the brothers locally situated promise to show the visiting brothers a good time. But then we should not allow the road meetings to detract from the meetings at Harrisburg, but make an effort to be in attendance at all that is possible.

Our new officers have been installed, and are getting used to the harness, so that better results may be looked for, if each one does his part to help the work along. Some of the brothers are still delinquent. Notices have been sent to a few of them, and others will receive theirs soon. It is the hope of the Secretary that it will not become necessary to send them, but that the brothers will deem this sufficient notice, and remit the proper amount to cover the deficiency.

There are still some "nons" along the pike, some of whom are "almost persuaded" to become of us and with us, but for some reason hold aloof; whether of sufficient weight to keep them from joining hands with us is left to their own judgment until such time that they will be convinced to the contrary.

The brothers are very grateful for the generosity of the "K. G. E.," of Newport, for the use of their hall for their meeting to be held October 17th, which was granted them free of charge.

That "setter" of Bro. W. O. Zeigler's will find other pleasures than sitting at the office sink, in imitation of Mother Hubbard's dog, since he has been transferred to "GB" block station nights, and can teach the dorg other tricks. If it proves as intelligent as Tans, it may become very useful.

Bro. W. H. Wright has been appointed regular night operator at "PX" block station.

HOWARD.

Intercolonial Ry., Div. No. 64.

Regular meeting of this division was held at Levis, Friday, September 27th. Twenty members were present. Bro. D. Campbell, Third Vice-President of the Order, expected to be present, and would have made our meeting quite interesting for us all, but through the death of his brother at London, Ont., he could not possibly attend, therefore, wired Chief Hebert, who read telegram to the assembly. Every member of our division extends to Bro. Campbell their condolence.

In his telegram, Bro. Campbell said he would visit us at some future time.

Many important matters were discussed at the meeting.

I hear with sorrow that some of our sister divisions are demoralized, and going to ruin from lack of interest, or I don't know what.

Where is the result of General Committee sittings here and there? things that should have been settled in the magnificent hot days of July, to better our position are taking us worse, when the short weary days of October, when every one commences to grow cold, are dawning upon us. Although I know with certainty that many of the steps taken have been shackled by the constant work of officials against our cause, I cannot explain the sudden stop of all activities. Everything seems to sleep in the deep.

Brothers, brace up; shake away the lethargy which seems to retard your progress. Let us work in unison for the cause so sacred to every one.

I regret to say that Bro. Blouin, our popular and devoted member, has resigned his position as station agent at Chaudiere Curve, to accept one as traveling agent for the C. V. R. R.

In his new situation, Bro. Blouin will not be able to take such an active part in our work, but will remain the zealous member that we all know him to be. Bro. Blouin was of the Protective Board, therefore replaced by Bro. J. O. Bouchard, elected.

Thanks were offered Bro. Blouin for the work done by him while an active member of Div. 64 and others, also wishes for his success in his new position.

Yours in S. O. & D.,

CERT. 148.

Meridian, Miss., Div. No. 94.

Meridian Division, No. 94, was organized on Sunday, September 28th, with 53 charter members, Brother J. H. Dacres being the Organizer responsible for our coming into existence as a division.

After the purposes of the meeting were announced by Bro. Dacres, who called it to order, balloting for officers was declared in order, and the following officers were elected: Chief Telegrapher, H. C. Mauldin; First Vice-Chief Telegrapher, C. C. Harris; Second Vice-Chief Telegrapher, H. P. Hearon; Secretary and Treasurer, C. E. Hendley. Representatives to the Grand Division, H. C. Mauldin and J. H. Dacres.

Brother L. W. Quick, representing the Grand Division, then took the chair and installed the newly elected officers, after which the division was opened in regular form, and all secret work of the Order exemplified, including the initiatory degree.

Senator L. A. Tanquary, Chairman of the Board of Directors, then addressed the meeting at considerable length, reciting many incidents connected with the past history of the organization, and telling of its present good condition, all of which was greatly enjoyed by all present.

Brother Quick then addressed the division at some length, after which a committee was appointed to arrange for a permanent hall in which future meetings will be held. The meeting then adjourned, and all present left for their homes well satisfied with the success of our new division, and determined to make it one of the leading divisions of the Order.

Div. Cor.

Wellsboro, Pa., Div. No. 95.

A local Division of the O. R. T. was organized at Wellsboro, Pa., September 30, 1901, with about 25 charter members—a large number of operators.

Bro. A. G. Louk, of Ferenbaugh, was unanimously elected chief telegrapher.

Bro. W. H. Thurber, of Wellsboro, was chosen as secretary and treasurer.

Bro. G. B. Horton, of Fiadaghton, first vice-chief.

Bro. S. F. McInvoy, of Middleburg, second vice-chief.

Bro. M. J. Ready, past chief.

Bro. Daines, inside sentinel.

Bro. Marquois, outside sentinel.

A vote of thanks was heartily given to Bro. J. A. Brandon, to whose untiring, faithful work is due to the successful organization of Wellsboro Division No. 95.

Great enthusiasm was shown. A more competent set of officers would be hard to find.

I will mention a few members, which we hope will do all in their power to help the good cause along.

We will begin at Jersey Shore Junction. We find Bros. Marcus and Messner.

Tarbett, Bros. W. V. Brown and Thompson.

Ramseyville, Bro. Ford, day; night man not known.

Waterville, Bros. McInroy and Glennon; also Mr. Wedge, agent.

Jersey Mills, Bros. Ready and Wilson.

Cammal, Bros. Davis, Holt and Marquois. Bro. Splan, extra man.

Slate Run, Bros. S. W. McInroy, W. H. McInroy and C. H. Tomb.

Cedar Run, Bros. Hoadly, Hilborn and Nivison.

Come up the line to Blackwell we find Bros. M. McMahon, agent; F. A. McMahon and Blackwell, night owl.

Pine, Bro. Owens; night man not known.

Tiadaghton, Bro. Horton, our first vice-chief; Bro. Miller, nights.

Barber, Bros. Shaw and Beaty.

Ansonia, Bros. Brown and Mahoney; agent, Mr. Mays, ex-dispatcher.

O. & W., Middletown—

Stokesdale Junction, Bros. L. C. Warren, agent; Marrer, day operator; Curtis, nights.

We go up the Wellsboro branch, and find Bro. Thurber, freight agent, and Opr. Antrim; Bro. Cameron, agent.

We come back to Middleburg and find Bros. S. F. McInroy, agent; C. W. Stevens, operator, days; Mr. Harry A. Berry, night operator.

Hammond, Bros. L. B. Hoadley and Hollahan.

Tioga, Bro. Pettibone, day operator; Mr. Rouse, agent.

Lawrenceville, Bro. J. King, member of St. Louis Division No. 2.

Siam, McAvoy, day operator. God bless you, Siam! After many years out in the cold, you have come to the fold. We will slide up the C. V. branch.

Westfield, Bros. C. E. Reed and G. H. Buckley.

Miller's, Bro. Vausburgh.

Ulysses, Bro. Chappel.

Coming back on the main line we strike Presbo, where we find Bros. J. M. Hovey and G. A. Fenner.

Mulhallon, Bro. Johnson; night man not known.

We will say something about the boys on District No. 1, who were so well represented at our meeting last night.

I will begin at Corning Junction. Bro. P. W. Cuddeback, days; Mr. Hannichan, nights.

Reading Center, Bro. C. B. Leslies.

Rock Stream, Bro. H. R. Newcomb.

Dundee, Bros. J. M. Welverton and M. E. Daily.

Himrod's Junction, Bros. C. A. Blake and U. G. Watkins.

Dundee, H. G. Wavils and T. D. Spalding.

Ellis, Bro. John Ford, extra.

Geneva, Bros. S. A. Fenner, E. E. Maurer, C. A. Hanes.

Lyons, Bro. Sharp.

There are four good O. R. T. men at Thompson and Cuddeback. Their names I have not received.

Brothers, I hope you will bear with my writing, as this is my first attempt. Having accepted the position of Division correspondent for Division No. 95, located at Wellsboro, Pa., I find myself somewhat at loss, inasmuch as my facilities for gathering news are not what I would have. Therefore, the indulgence of the boys is asked. At any

rate, however, with the assistance of friends, Division No. 95 will have a few lines each month.
CERT. 1435.

Norfolk & Western Ry., No. 14.

Winston District—

There is nothing startling to report from this district for September, but we are holding our own, and slowly but surely gaining ground and strength.

Reports from the division north of Roanoke are specially encouraging. We note that quite a number of old sinners, grown gray in their perverseness, have lined up with us at last. Bro. Hamrick, how on earth did you do it?

That letter from "Southern Striker" was a real treat. His reference to the non-unionist reminds us of a similar experience with probably the same individual.

He dropped off a freight one day, and introduced himself as agent and operator at Blankville, and was on a few days' vacation. We were pleased to make his acquaintance, and tendered him a chair, which he accepted, settling himself comfortably with his feet squarely upon my train order blanks.

He was affable in his manner, and his dress and conversation indicated some refinement and education. He talked intelligently upon many subjects—religion, political economy, art, literature—until the conversation was finally turned upon the world of labor. Here a surprise was in store for us. He expressed unqualified disapproval of labor unions in general, and the O. R. T. in particular.

"Why," said he, "if I were running a railroad, do you think I would tolerate interference or dictation from my employes, as to rules or rates of pay? No, sirree. If they did not care to work as I directed, they could quit (one at a time, of course), and I would get other men. Yes, I believe telegraphers are getting all they earn. At what else could an operator earn forty to forty-five dollars per month so easily? They don't earn any more, and when they band together for the purpose of forcing up their salaries, it is unjust. Why, sir, it is downright extortion!" and he almost shook with righteous indignation. Before we could recover sufficiently to make a reply, he continued, reminiscently:

"Say, do you remember when the operators tried to get a schedule, and failed?"

He asked this, much as though he were discussing the people of Mars.

"Well, it was about that time I received a personal letter from General Manager Bruin (a synonym) in which he said that as I was an old employe in whose judgment he had the greatest confidence (and here he swelled visibly) he would like an expression from me as to the operators' demands. He asked me if there had come under my observation an instance of where an operator had been mistreated by the company, and if I didn't think the operators were being pelted."

"I wrote him that I had never known of an operator having been unjustly treated; that I believed they were being well paid, and had no real cause for complaint."

Here we could not repress a groan, but he noticed it not.

"And you ought to see the letter he wrote me in reply. He wrote, 'Mr. Stables (another synonym), we appreciate your position in this matter, and the line of action you have adopted will unquestionably secure your advancement.' Soon afterward I asked for an increase in my salary, and got it at once. I tell you, I believe in the 'survival of the fittest' every time."

At this point the discussion was cut short by the arrival of a southbound extra. My newly found friend bade me a hurried good-bye, stowed himself away, and glided out of our life, leaving us dazed, and with a sensation not unlike waking from an ugly dream.

Talk of politeness and self-control under great provocation! But we forbear.

We cannot, however, help observing that if this gentleman but knew the esteem in which he is held by his fellow employes, and could once overhear the train men discuss and characterize his acts, he would, perhaps, emulate the example of his patron saint, and go hang himself, providing, of course, that he had conscience enough.

There have been few changes in our ranks recently.

Price, N. C., is now a first class agency, with a telegraph office. Bro. Palmer, formerly night man at Martinsville, got this well merited promotion. Bro. Olive now works Martinsville at night.

The agency at Henry has been vacant over thirty days, Mr. Turner having resigned. Bro. Compton, relief, has been holding it down pending the installment of a regular man. Bro. J. J. Coxe, formerly of this division, but recently from the Pocahontas division, is now filling the position temporarily until he can drop into something better. We hope Bro. Coxe will make his home with us. He is all wool and yard wide.

Bro. Gentry, night man at Winston, was called to Rocky Mount because of the illness of his mother, but is now back to his post again, his mother having recovered.

Bro. Chitwood, assistant agent at Martinsville, made a wild run to Ridgeway on night of the 27th to see his best.

There is something "up" on the old S. R., and the boys are holding their breath to see what is going to drop. A circular letter was sent out by the company, announcing that all operators in their employ who desired to attend the telegraphers' meeting in St. Louis next month, would, upon application, be granted leave of absence and through transportation. The boys cannot make out this latest move of their erstwhile enemy—whether they wish to single out the most zealous unionists for the "grand bounce," or whether they are really trying to "make friends."

Go to St. Louis, boys. If the S. R. don't want you there are others who will "court" you to stay with them, and pay you well besides.

THE TELEGRAPHER keeps improving under the new regime, the last number being decidedly the best yet.

Let the good work go on.

RARELY METWITH.

Grand Division

NOTICE.

The Board of Directors in executive session at St. Louis, Mo., on the 2nd day of October, 1901, in accordance with the provisions contained in Section 26 of the Constitution, expelled S. C. Mahanay, a member of Missouri Pacific System, Division No. 31, from the Order of Railroad Telegraphers, for cause.

THE ORDER OF RAILROAD TELEGRAPHERS.

FINANCIAL.

Receipts September 1st to 30th, inclusive \$4,310 75
Disbursements 4,507 14

MEMBERSHIP.

Members in good standing September 1st, 1901 13,345
Initiated in September 499
Total 13,844

MUTUAL BENEFIT DEPARTMENT.

Assessment No. 31 is due on October 1, 1901. Time for payment expires November 30, 1901.

BENEFITS PAID DURING SEPTEMBER, 1901.

CLAIM NO.	NAME.	CAUSE.	DIV.	CERT. NO.	SERIES.	AMT.
71	Lloyd Newman . . .	Spinal Meningitis . .	67 . . .	3351 . . .	B . . .	\$500
72	S. A. Gates	Dysentery	76 . . .	885 . . .	B . . .	500
73	W. S. Chambers . . .	Accidental	74 . . .	287 . . .	B . . .	500

FINANCIAL STATEMENT MORTUARY FUND.

RECEIPTS.

Received on Assessment Account to August 31st, 1901 \$68,673 76
Received on Assessment Account, September, 1901 1,414 68
\$70,088 44

DISBURSEMENTS.

Death Claims paid to August 31st, 1901 \$38,700 00
Death Claims paid in September 1,500 00
Assessments refunded, account rejected applications 203 78
Assessments transferred to dues, account rejected applications 8 45
Cash on hand to credit Mortuary Fund, September 30th, 1901 29,676 21
\$70,088 44

H. B. PERHAM, *Grand Secretary and Treasurer.*

THE RAILROAD TELEGRAPHER.

OFFICIAL DIRECTORY.

General Offices, St. Louis, Mo.

GRAND OFFICERS:

M. M. Dolphin.....	President	J. A. Newman.....	Second Vice-President
St. Louis, Mo.		St. Louis, Mo.	
T. M. Pierson.....	First Vice-President	D. Campbell.....	Third Vice-President
St. Louis, Mo.		St. Louis, Mo.	
H. B. Perham.....Grand Secretary and Treasurer			
St. Louis, Mo.			

BOARD OF DIRECTORS.

Hon. L. A. Tanquary (Chairman),	Cucharas, Col.	F. J. Reynolds, Box 253,	Calgary, N. W. T.
A. O. Sinks (Secretary),	Jefferson St. Depot,	T. W. Barron, 2900 Washington	ave., St. Louis,
land, Ore.		Mo.	
C. E. Layman, Troutville, Va.			

ADVERTISING.

All correspondence pertaining to advertising should be addressed to W. N. Gates, Advertising Manager Garfield Building, Cleveland, Ohio.

DIVISION DIRECTORY.

GRAND DIVISION—Attached membership not confined to any particular railroad or territory. M. M. Dolphin President, St. Louis, Mo.; H. B. Perham, Grand Secretary and Treasurer, St. Louis, Mo.

NO. 1, MONTREAL, QUEBEC—Division covers the Grand Trunk Railway System. Meets subject to call of Chairman. R. H. Reynolds, Gen'l Chairman, Beechville, Ont.; P. H. Herbert, Gen'l S. & T., St. Isadore Jct., Que.; D. L. Shaw, Ass't Gen'l S. & T., 769 King st., East London, Ont.

NO. 2, ST. LOUIS, MO.—Meets 1st and 3d Monday each month, at 8 p. m., Hall No. 4, I. O. O. F. Building, Olive st., between 8th and 9th sts., St. Louis, Mo. L. W. Quick, Chief Telegrapher, Room 918 Fullerton Building, St. Louis, Mo.; P. L. Yerby, S. & T., 918 Fullerton Building, St. Louis, Mo.

NO. 3, HARRISBURG, PA.—Meets 1st Wednesday evening at 8 o'clock, and 3d Thursday morning at 8:30 o'clock each month in Ensinger Building, corner Third and Cumberland sts., Harrisburg, Pa. D. M. Shelley, Chief Tel., Duncannon, Pa.; S. D. Howard, S. & T., 304 Calder st., Harrisburg, Pa.

NO. 4, PHILADELPHIA, PA.—Meets on 1st Saturday at 8 p. m., at Room A, Odd Fellows' Temple, Broad and Cherry sts., Philadelphia, Pa. A. Strickland, Jr., Chief Tel., 3421 Spring Garden st., Philadelphia, Pa.; W. C. Frazier, S. & T., 4251 Pennsgrove st., Philadelphia, Pa.

NO. 5, KANSAS CITY, MO.—Division covers the Kansas City, Pittsburg & Gulf Railroad System. Meets subject to call of Chairman, E. T. Nickel, G. C., Amsterdam, Mo.; D. E. Chambers, Gen'l S. & T., Merwin, Mo.

NO. 6, OMAHA, NEB.—Division covers the Union Pacific Railroad System. Meets subject to call of Chairmen. F. A. Baldwin, Gen'l Chairman, Lock Box 26, Milliard, Neb.; David Cashmore, Ass't Gen'l Chairman, Denver, Colo.; J. L. Chandley, Gen'l S. & T., Junction City, Kan.

NO. 7, MONTREAL, QUEBEC.—Division covers the Canadian Pacific Railroad System. Meets subject to call of Chairmen. W. H. Allison, Gen'l Chairman, 70 Melbourne av., Parkdale, Toronto, Ont.; R. R. Jelly, Gen'l S. & T., Chatham, Ont.; P. D. Hamel, Ass't Gen'l S. & T., Blue Bonnets, P. Q.

NO. 8, BUFFALO, N. Y.—Meets 4th Thursday each month at 8:30 p. m. at Zaepfel's Hall, corner Broadway and Bailey av., Buffalo, N. Y.; W. O. Jackson, Chief Tel., 106 Brinkman st., Buffalo, N. Y.

NO. 9, NORTH VERNON, IND.—Meets 3d Saturday of each month at 8 p. m. at K. & L. of H. Hall, Fifth st., North Vernon, Ind.; G. J. Bernhart, Chief Tel., Moore's Hill, Ind.; J. E. Hudson, S. & T., Hayden, Ind.

NO. 10, KNOXVILLE, TENN.—Meets 1st Saturday night of each month at K. P. Hall, Depot st., Knoxville, Tenn. W. L. Webster, Local S. & T., Route 5, Knoxville, Tenn.

NO. 11, OLD TOWN, MAINE—Meets 4th Sunday each month at 1 p. m., Arcanum Hall, 116 Main st., Bangor, Me. H. N. Bates, Chief Tel., Gardiner, Me.; B. A. Brackett, S. & T., 32 Coombs st. Bangor, Me.

NO. 12, BELPRE, OHIO—Meets 4th Wednesday of each month, at 626 Depot st., Parkersburg, W. Va. P. Costello, Chief Tel., Belpre, Ohio; G. J. Steurer, S. & T., 626 Depot st., Parkersburg, W. Va.

NO. 13, WEST SUPERIOR, WIS.—Meets 3d Sunday of each month, at 8 p. m., at Ritchie Hall, 806 Tower av., West Superior, Wis. D. A. Short, Chief Tel., 1620 Oaks av., West Superior, Wis.; D. A. Short, S. & T., 1620 Oaks av., West Superior, Wis.

NO. 14, ROANOKE, VA.—Division covers the Norfolk & Western Railway System. Meets subject to call of Chairman. C. E. Layman,

THE RAILROAD TELEGRAPHER.

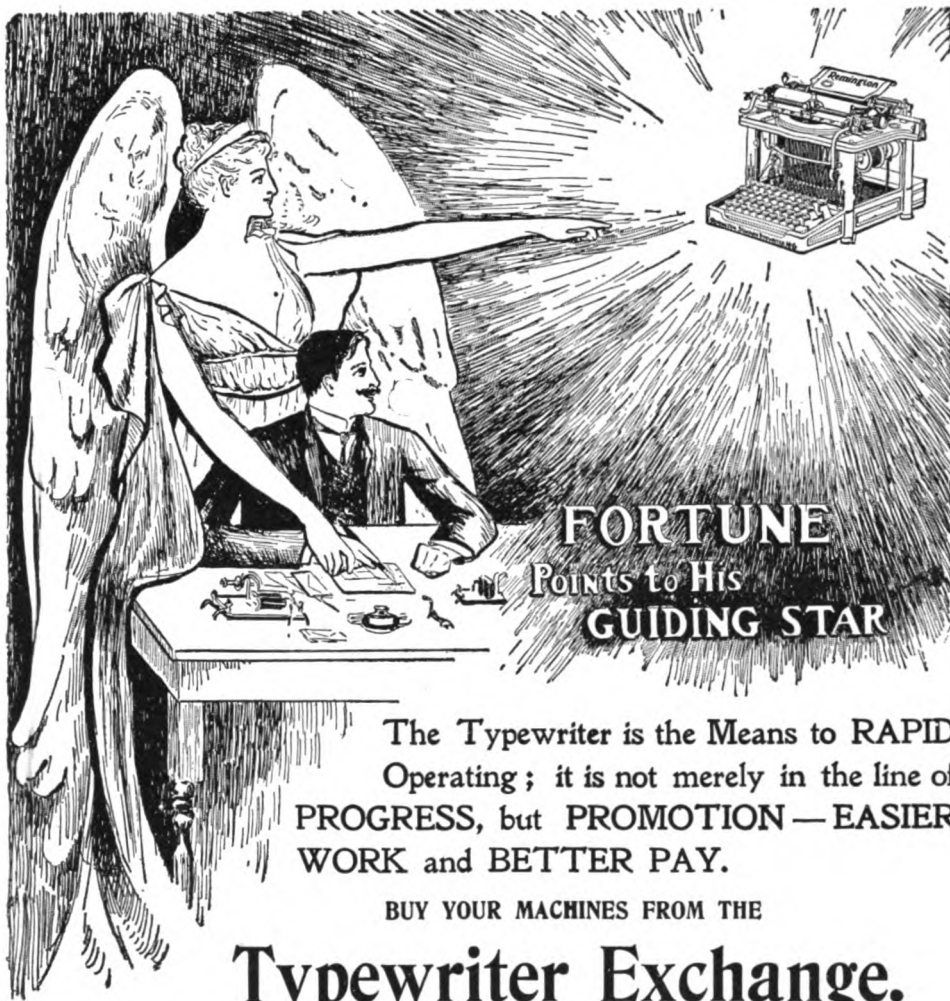
- Gen'l Chairman, Troutville, Va.; T. H. Lankford, Gen'l S. & T., Cloverdale, Va.
- NO. 15, OTTAWA, ONT.—Meets on 4th Sunday of each month at Glen Robertson, Ont. D. Robertson, Chief Tel., Glen Robertson, Ont.; R. E. Allison, S. & T., Ste. Justine Station, Que.; P. D. Hamel, Ass't S. & T., Blue Bonnets, P. Q.
- NO. 16, NIAGARA FALLS, ONT.—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. m., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. H. G. Wiltse, Chief Tel., Niagara Falls, Ont.; B. Knight, S. & T., Niagara Falls, Ont.
- NO. 17, BALTIMORE, MD.—Meets 3d Friday of each month at 205 Fayette st., Baltimore, Md. Q. A. Geise, Chief Tel., Union Station, Baltimore, Md.; J. B. Finnan, S. & T., General Delivery, Baltimore, Md.
- NO. 18, CLEVELAND, OHIO—Division covers the New York, Chicago & St. Louis Railroad System. Meets subject to call of Chairman. R. W. Keyes, Gen'l Chairman, Conneaut, Ohio; F. R. Terbrack, Gen'l S. & T., 69 Yonkers st., Cleveland, Ohio.
- NO. 19, FORT WORTH, TEX.—Meets on the 3d Monday each month at 8 p. m. B. H. Green, Chief Tel., care F. W. & D. C. Frt. Office, Ft. Worth, Tex. J. R. T. Auston, Sec'y and Treas., 309 E. 4th st., Ft. Worth, Tex.
- NO. 21, CINCINNATI, OHIO—Division covers the Cincinnati, Hamilton & Dayton Railroad System. Meets subject to call of Chairman. John G. Wenk, Gen'l Chairman, Glendale, Ohio; A. C. Bushwaw, Gen'l S. & T., 438 So. Cincinnati st., Dayton, Ohio.
- NO. 22, ST. LOUIS, MO.—Division covers the Missouri, Kansas & Texas Railroad System. Meets subject to call of Chairman. E. R. Hill, Gen'l Chairman, Troy, Tex.; F. N. McQuarie, Gen'l S. & T., Oswego, Kan.
- NO. 23, TOPEKA, KAN.—Division covers Atchison, Topeka & Santa Fe Railroad System. Meets subject to call of Chairman. S. S. Comer, Gen'l S. & T., 917 Fullerton Building, St. Louis, Mo.
- NO. 24, WILLIAMSPORT, PA.—Meets 2d Tuesday of each month at 8 p. m., Whitman Hall, West 4th st., Williamsport, Pa., and on the 4th Wednesday of each month at 8 p. m., Harmon's Hall, Main st., Lock Haven, Pa. C. E. Sturgis, Chief Tel., 44 Linck Building, Williamsport, Pa.; J. I. Klingenberg, Gen'l S. & T., Sunbury, Pa.
- NO. 25, PALESTINE, TEXAS—Division covers the International & Great Northern Railway System. Meets subject to call of Chairman. W. L. Holder, Gen'l Chairman, Franklin, Texas; B. C. Palmer, Gen'l S. & T., McNeil, Texas.
- NO. 26, BRUNSWICK, MD.—Meets 1st Friday of each month at 8 p. m., at Red Men's Hall, Brunswick, Md. C. D. Shewbridge, Chief Tel., Keep Tryst, Md.; Eugene Harrison, S. & T., Brunswick, Md.
- NO. 30, PHILADELPHIA, PA.—Meets 3d Friday at 8 p. m., in Dental Hall, N. W. corner Thirteenth and Arch sts., Philadelphia, Pa. J. P. Simons, Chief Tel., 517 Chestnut st., Darby, Pa.; James Hutton, S. & T., 1489 North Fifty-Third st., Philadelphia, Pa.
- NO. 31, ST. LOUIS, MO.—Division covers the Missouri Pacific Railroad System. Meets subject to call of the Chairman. T. W. Barron, Gen'l Chairman, Mo. Pac. Tel. Office, Equitable Building, St. Louis, Mo.; R. C. McKain, Gen'l S. & T., 1615 East Fifth st., Sedalia, Mo.; F. L. True, Ass't Gen'l S. & T., Sedalia, Mo.; R. C. McCain, Ass't Gen'l Chairman, Sedalia, Mo.
- NO. 32, ST. LOUIS, MO.—Division covers the St. Louis & San Francisco Railroad System. Meets subject to call of the Chairman. J. W. Knightlinger, Gen'l Chairman, Newton, P. O., I. T.; C. K. Clayton, Ass't Gen'l Chairman, Pratt City, Ala.; L. Stevens, Gen'l S. & T., Valley Park, Mo.
- NO. 36, ANDOVER, OHIO—Meets last Thursday evening of each month at 7 o'clock at J. O. U. A. M. Hall, Andover, O. G. F. Wolcott, Chief Tel., Williamsfield, O.; E. H. Rood, S. & T., Andover, O.
- NO. 38, COLUMBUS, OHIO—Meets 2d Monday evening, at 8 o'clock, at Odd Fellows' Temple, S. High st., Columbus, O.; Edward H. Hanna, Chief Tel., 1265 Michigan av., Columbus, O. Percy E. Wright, S. & T., Box 148, Worthington, O.
- NO. 39, SAGINAW, MICH.—Division covers the Pere Marquette Railroad System. Meets subject to call of Chairman. A. A. Watson, Gen'l Chairman, Brighton, Mich.; R. R. Darwin, Gen'l S. & T., 236 Spruce st., Saginaw, Mich.; Local Chairmen, Frank Dolph, Northville, Mich. (Toledo to Saginaw); E. F. Black, Midland, Mich. (Saginaw to Clare); H. A. Stroupe, Clare, Mich. (Clare to Manistee and Ludington); J. F. Gladly, Vassar, Mich. (Saginaw to Port Huron); A. R. Brooks, Minden City, Mich. (Port Huron to Almont and Grindstone City, also S. T. & H. R. R.); T. H. Wallace, Edmore, Mich. (Saginaw to Edmore); E. R. Potter, Remus, Mich. (Edmore to Freepport); C. Newton, Milbrook, Mich. (Edmore to Grand Ledge); W. G. Strenger, Hudsonville, Mich. (Grand Ledge to Ottawa Beach); Jas. Ingalls, Hartford, Mich. (Ottawa Beach to LaCrosse); W. G. Barnaby, Holland, Mich. (Holland to Pentwater); S. A. Hathaway, Thompsonville, Mich. (Thompsonville to Grand Rapids); F. N. Stuart, Bellaire, Mich. (Thompsonville to Bay View).
- NO. 40, RICHMOND, Va.—Division covers Chesapeake & Ohio Railway System. Meets subject to call of Chairman. E. L. Stratton, Gen'l Chairman, Balcony Falls, Va.; G. P. Grogan, Gen'l S. & T., Russell, Ky.
- NO. 42, NEW YORK, N. Y.—Division covers the Erie Railroad System. Meets subject to call

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- of Chairman. C. H. McConney, Gen'l Chairman, Ashland, O.; W. L. Abbott, Gen'l S. & T., Hammond, Ind.
- NO. 44, NEW YORK, N. Y.—Meetings 2d Wednesday at 8 p. m. and 3d Tuesday at 10 a. m., of each month, Klobutscheck's Hall, corner Vernon and Borden avss., Long Island City, N. Y. E. W. Grassmyer, Chief Tel., Corona, L. I., N. Y.; H. E. Regensburg, S. & T., 162 Twelfth st., Long Island City, N. Y.
- NO. 47, CHARLOTTETOWN, P. E. I.—Meets 3d Thursday of each month at 8 p. m. at B. I. S. Hall, Charlottetown, P. E. I. G. R. McMahon, Chief Tel., Emerald, P. E. I.; P. W. Clarkin, S. & T., Charlottetown, P. E. I.
- NO. 48, LIMA, OHIO—Division covers the Ohio Southern Railroad System. Meets subject to call of Chairman. E. English, Gen'l Chairman, Jackson, Ohio; E. English, Act'g Gen'l S. & T., Jackson, Ohio.
- NO. 49, PUEBLO, COLO.—Division covers the Denver & Rio Grande Railway System. Meets subject to call of Chairman. R. P. Rubin, Gen'l Chairman, Salida, Colo.; L. H. Woolsey, Gen'l S. & T., Swallows, Colo.
- NO. 50, PORTLAND, ORE.—Meets on 3d Monday of each month at 9 p. m., at Portland, Ore. J. Bagley, Chief Tel., Hood River, Ore.; A. O. Sinks, S. & T., Jefferson St. Depot, Portland, Ore.
- NO. 51, GROVE CITY, PA.—Division covers B. & L. E. Railway System. Meets subject to call of Chairman. B. E. Brown, Gen'l Chairman, Fleeger, Pa.; B. E. Crouch, S. & T., Gehrton, Pa.
- NO. 52, PITTSBURG, PA.—Meets 1st and 3d Saturday each month at 8 p. m., at Rosso's Hall, 229-231 Diamond st., Pittsburg, Pa. M. D. Ullery, Chief Tel., 3 Whitney Terrace, Pittsburg, Pa.; S. J. Konenkamp, Sec'y, 2705 Jane st., Pittsburg, Pa.; W. L. Grubb, Treas., 2402 Carson st., Pittsburg, Pa.
- NO. 53, SAN FRANCISCO, CAL.—Southern Pacific System Division covers the Southern Pacific Railway lines. Meets at 8 p. m., in the lodge room, No. 909 Market st., Pythian Castle, San Francisco, Cal., 2d and 4th Saturdays of each month, Local Chairman, F. G. Wetzel, of the Coast District, presiding, and the 1st Tuesday of each month at the residence of L. N. Buttner, Port Costa, at 8 p. m. W. E. Davidson, Gen'l Chairman, Hotel Metropole, Oakland, Cal.; D. W. Koppikus, Gen'l S. & T., East Oakland, Cal.
- NO. 54, ST. PAUL, MINN.—Division covers the Northern Pacific Railway System. Meets subject to call of Chairman. F. A. Brown, Gen'l Chairman, Marshall, Wash.; J. E. Dafoe, Gen'l S. & T., 316 Thirty-first st., south, Billings, Mont.
- NO. 55, CLEVELAND, OHIO—Division covers the Wheeling, Lake Erie Railway System. Meets subject to call of Chairman. F. H. Howe, Gen'l Chairman, Curtice, Ohio; F. H. Hess, Gen'l S. & T., Wheeling, W. Va.
- NO. 56, QUINCY, ILL.—Division covers the Omaha, Kansas City & Eastern and the Omaha & St. Louis Railroad. Meets subject to call of Chairman. L. E. Schoene, Gen'l Chairman, Brasher, Mo.; J. S. Burkhard, Gen'l S. & T., McFall, Mo.
- NO. 57, HOUSTON, TEX.—Division covers the Houston & Texas Central Railroad System. Meets subject to call of Chairman. W. J. Burke, Gen'l Chairman, Denison, Tex.; G. C. Morgan, Gen'l S. & T., Hearne, Tex.
- NO. 58, WILMINGTON, DEL.—Meets 3d Tuesday evening, 3d floor Western Union Building, Third and Market sts., Wilmington, Del. P. Charles Bogan, Chief Tel., Edgenoor, Del.; W. J. Holton, Gen'l S. & T., Iron Hill, Md.
- NO. 59, BOSTON, MASS.—Division covers the Boston & Maine Railroad System. Meets subject to call of Chairman. J. B. Bode, Gen'l Chairman, Chelsea, Mass.; J. B. Belding, Gen'l S. & T., Gilbertsville, Mass.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blais, Chief Tel., Causapsal, Que.; R. A. McMillan, S. & T., Eel River Crossing, N. B.
- NO. 62, CLEVELAND, OHIO—Meets 1st Saturday evening at B. of L. F. Hall, cor. Pearl and Jay sts., Cleveland, Ohio. C. F. Mayer, Chief Tel., 231 Wade av., Cleveland, Ohio; J. T. Coffey, S. & T., 20 Kane st., Cleveland, Ohio.
- NO. 63, MONCTON, N. B.—Meets 3d Thursday of each month at 6:30 p. m. in Mason's Hall, Main st., Moncton, N. B. S. C. Charters, Chief Tel., Point du Chene, N. B.; M. McCarron, S. & T., Moncton, N. B.
- NO. 64, LEVIS, QUE.—Meets 4th Friday of each month at 8 p. m., at Terminus Hotel, Levis, Que. J. H. O'Hebert, Chief Tel., Maddington Falls, Que.; B. Demers, S. & T., St. Apollinaire, Que.
- NO. 65, GRAFTON, W. VA.—Meets 2d and 4th Wednesdays of each month at 8 p. m., K. of P. Hall, Main st., Grafton, W. Va. L. G. Cockrell, Chief Tel., Tunnellton, W. Va.; E. F. Garity, S. & T., Box 54, Grafton, W. Va.
- NO. 66, TRURO, N. S.—Meets 3d Thursday of each month at Crowes' Hall, Inglis st., Truro, N. S. J. W. Gunn, Chief Tel., Belmont, N. S.; Geo. O. Forbes, S. & T., Spring Hill Jct., N. S.
- NO. 67, WILKESBARRE, PA.—Meets on the 2d and 4th Friday each month, at 8 p. m., O. U. A. M. W. Hall, No. 31 W. Market st., Wilkesbarre, Pa. E. E. Evans, Chief Tel., 136 S. Grant st., Wilkesbarre, Pa.; J. Nelligan, S. & T., Ashley, Pa.
- NO. 68, CUMBERLAND, MD.—Meets 3d Wednesday of each month at 8 p. m., at Mechanics' Hall, cor. Baltimore and Liberty sts., Cumberland, Md. W. G. Morris, Chief Tel., 2 Polk st., Cumberland, Md.; R. Cornwell, S. & T., Patterson's Depot, W. Va.
- NO. 69—OGDEN, UTAH—Meets 2d Wednesday of each month at 8 p. m. at Johnson's Hall, Ogden, Utah. A. D. F. Reynolds, Chief Tel., care Underwood Typewriter Agency, Ogden,

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- Utah; C. N. Custead, S. & T., 2061 Madison st., Ogden, Utah.
- NO. 71, OŠKALOOSA, IOWA.—Meets 3d Wednesday in each month at 8 p. m., at Oskaloosa, Iowa. L. P. Ballinger, Chief Tel. and S. & T., Lacey, Iowa.
- NO. 72, ST. JOSEPH, MO.—Meets 3d Tuesday of each month at 8 p. m. at 623 Mount Mora Road, St. Joseph, Mo. H. E. Trader, Chief Tel., St. Joseph, Mo.; W. E. Reese, S. & T., Box, 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Saturday of each month at 8 p. m., on the 4th floor Odd Fellows' Hall, Broadway, Mauch Chunk, Pa. J. D. Kuntz, Chief Tel., Mauch Chunk, Pa.; Hon. J. N. Weiler, S. & T., Lock Box 17, E. Mauch Chunk, Pa.
- NO. 74, ELIZABETH, N. J.—Meets 2d Saturday, 8 p. m., each month, in Star Theater Building, East Jersey st., near Broad st., Elizabeth, N. J. I. H. Fox, Chief Tel., 119 Price st., Elizabeth, N. J.; H. P. Sebring, S. & T., 1716 Hampton place, Elizabeth, N. J.
- NO. 75, MACON, GA.—Meets 2d Sunday each month at 7:30 p. m., in Odd Fellows' Hall, over McManus Furniture Store, Cherry st., Macon, Ga.; E. P. McLain, Chief Tel., Box 115, Macon, Ga.; J. P. Mercer, S. & T., Macon, Ga.
- NO. 76, CHICAGO, ILL.—Division covers the entire Chicago & Northwestern Railroad. Meets subject to the call of Chairman. H. R. Martin, Gen'l Chairman, Carnforth, Iowa; C. A. Ransom, Gen'l S. & T., Roscoe, Ill.
- NO. 77, DENVER, COLO.—Meets 2d Friday evening in each month at A. Q. H. Hall, 1536 Lawrence st., Denver, Colo. L. D. Grace, Chief Tel., 354 Equitable Building, Denver, Colo.; A. B. Haines, S. & T., Room 39, Union Depot, Denver, Colo.
- NO. 78, BOSTON, MASS.—Meets 2d Tuesday evening each month at 8 o'clock. Thomas Nelson, Local S. & T.
- NO. 80, NEW HAVEN, CONN.—Division covers the New York, New Haven & Hartford Railroad System. Meets subject to call of the various Chairmen. John Trainor, Gen'l Chairmen. Myricks, Mass.; D. W. Dean, Gen'l S. & T., Box 228, Auburn, R. I.
- NO. 81, COLORADO SPRINGS, COLO.—Division covers the Colorado Midland Railroad System. Meets subject to the call of the various Chairmen. B. A. Beckenstein, Gen'l Chairman, Woodland Park, Colo.; C. Fritz, Gen'l S. & T., Divide, Colo.
- NO. 82, NEW YORK—Division covers the Delaware, Lackawanna & Western Railroad. Meets subject to the call of the Chairman. J. E. Schu, Gen'l Chairman, Portway, N. Y.; L. B. Bennett, Gen'l Sec'y, Wayland, N. Y.
- NO. 83, BANGOR, ME.—Division covers the Bangor & Aroostook Railroad. Meets subject to the call of the Chairman. F. S. Burpee, Gen'l Chairman, Fort Fairfield, Me.; B. E. Webber, Gen'l S. & T., Old Town, Me.
- NO. 84, CAMDEN, N. J.—Meets 2d Friday at 8 p. m. at Morgan's Hall, 4th and Market sts., Camden, N. J. G. H. Bogart, Chief Tel., 729 Linden st., Camden, N. J.; W. S. Cafferty, S. & T., 28 West Cedar av., Merchantville, N. J.
- NO. 85, TRENTON, N. J.—Meets 1st Friday at 8 p. m., and 3d Friday at 2:30 p. m. at Concordia Hall, 33 West State st., Trenton, N. J. Geo. W. Haines, Chief Tel., 21 Lincoln av., Trenton, N. J.; N. T. Bryson, S. & T., 53 Yard av., Trenton, N. J.
- NO. 86, ALTOONA, PA.—Meets 2d and 4th Saturdays of each month at 8 p. m., at I. O. O. F. Hall, Twelfth st., between Tenth and Eleventh avs., Altoona, Pa. J. W. McCoy, Chief Tel., Kipple, Pa.; Geo. D. Dinges, S. & T., 2105 4th av., Altoona, Pa.
- NO. 87, SCRANTON, PA.—Meets 1st Monday of each month, Watt's Hall, Carbondale, Pa., and 3d Monday, each month, Raub's Hall, 134 Wyoming av., Scranton, Pa.; M. F. O'Malley, Chief Tel., Olyphant, Pa.; D. P. Pace, S. & T., 1447 Dickson av., Scranton, Pa.
- NO. 88, DALLAS, TEX.—Division covers the Texas & Pacific Railway. Meets subject to the call of the chairman. J. T. Perrin, Gen'l Chairman, Midland, Tex. B. N. Leonard, Gen'l S. & T., Baird, Tex.
- NO. 89, OCALA, FLA.—M. W. Hogan, Chief Tel., Hawthorne, Fla.; L. H. Hubbard, S. & T., Ocala, Fla.
- NO. 90, UTICA, N. Y.—Meets 1st Sunday, at 8 p. m., and 3d Sunday at 2 p. m., at Post Bacon Hall, Charlotte st., Utica, N. Y. R. C. Dockstader, C. T., 298 Seymour av., Utica, N. Y.; H. G. McCarthy, S. & T., P. O. Box 34, Oriskany, N. Y.
- NO. 91, TOLEDO, OHIO.—Meets 3d Sunday, at 2:30 p. m., at Room 4, Pythian Castle, cor. Jefferson and Ontario sts., Toledo, Ohio. G. I. Stiles, C. T., West Toledo, Ohio; F. W. Smith, S. & T., 1521 Collingwood av. Toledo, Ohio.
- NO. 92, ROCHESTER, N. Y.—Covers the Buffalo, Rochester & Pittsburgh Railway. Meets subject to the call of the Chairman. W. H. Heustis, Gen'l Chairman, Bliss, N. Y.; C. P. Lerch, Gen'l S. & T., 205 Main st., DuBois, Pa.
- NO. 93, CHICAGO, ILL.—Covers the Illinois Central Railroad. Meets subject to the call of the Chairman. J. J. Dermody, Gen'l Chairman, Mounds, Ill. (Beechwood P. O.); R. L. Shannon, Gen'l S. & T., Anna, Ill.



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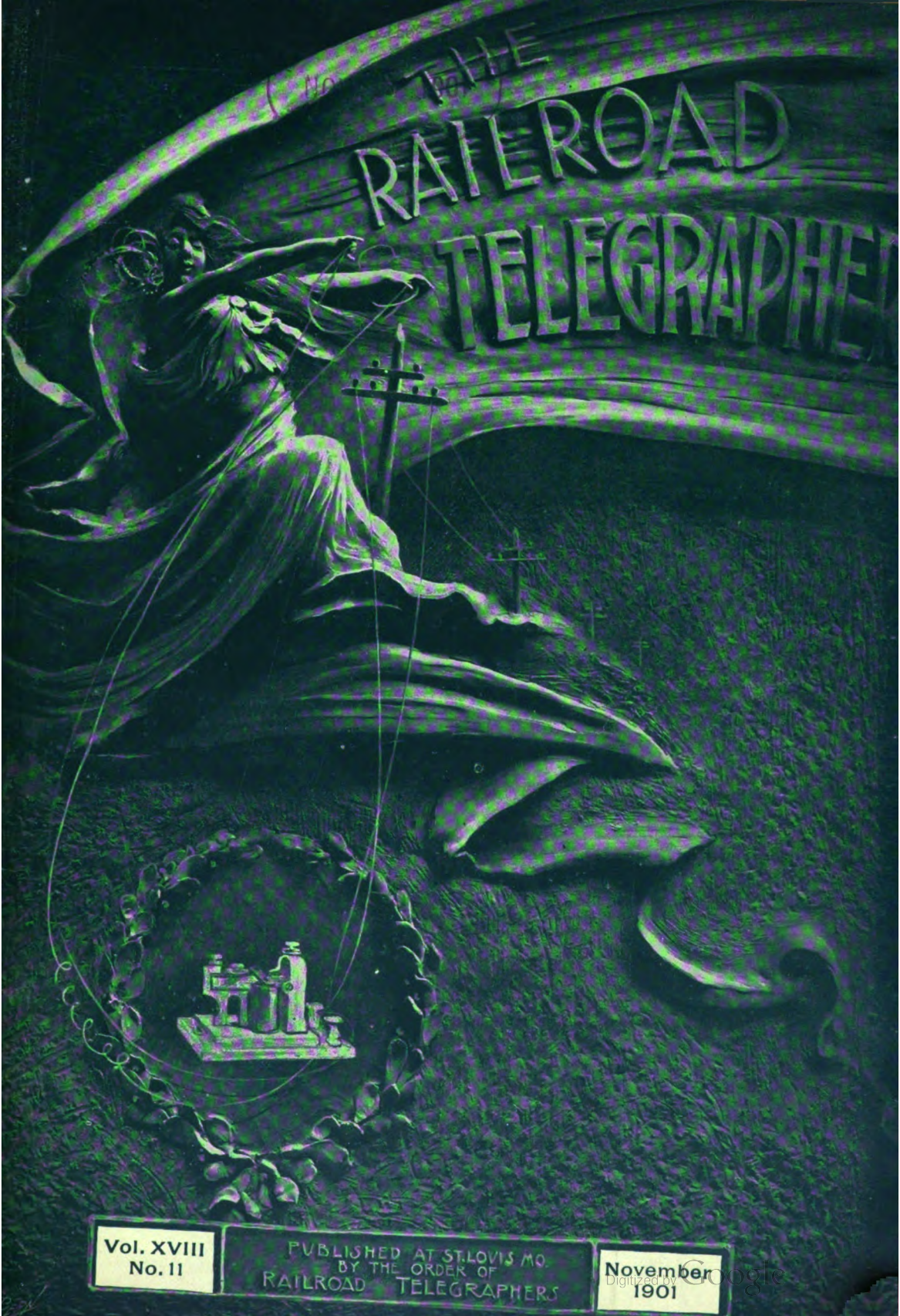


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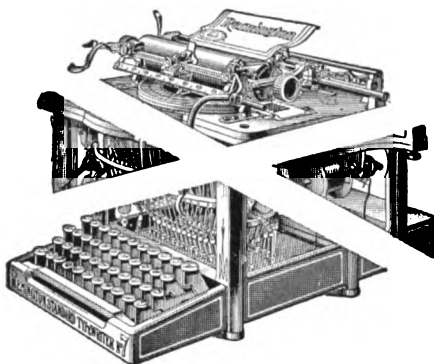
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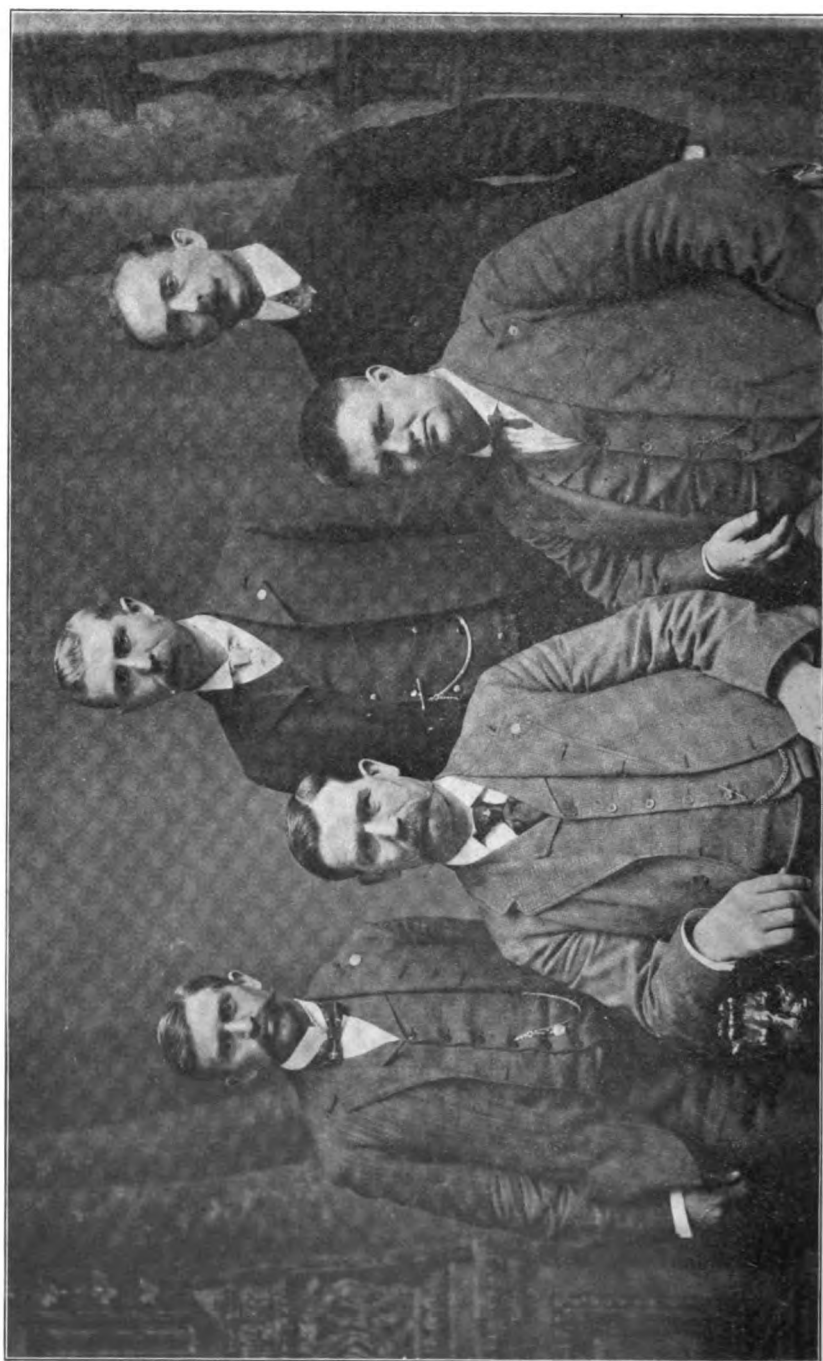
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No. 11.

EDITORIAL

THE CONVENTION.

THE Third Biennial and Thirteenth Regular Session of the Grand Division of the Order of Railroad Telegraphers is now a matter of history.

As a business-like gathering of representatives from all parts of the country, it has had few equals in the history of the Order.

It performed its work in a quiet, unostentatious, yet thorough manner, and the results of its labors will be of untold value to the organization.

During its six days session a new constitution was adopted, the Local and System Division statutes thoroughly revised, condensed and consolidated, thus eliminating the many repetitions heretofore existing in them, and the Protective laws were amended.

As early as Thursday morning, October 10th, the advance guard of representatives arrived in St. Louis, and from that time until Monday morning, each day recorded the arrival of other delegations, and by

Sunday night the corridors of the Southern Hotel, the official headquarters of the convention, were alive with Knights of the Key, representatives to the Grand Division, many of whom were accompanied by their wives, and other members of their families.

Considering that a Special Session of the Grand Division was held last year, and the scarcity of telegraphers throughout the country, thereby preventing many representatives from attending on account of inability to secure relief, the attendance was very gratifying.

All parts of the country, from the Pacific Coast to Maine, and from the Dominion of Canada, including the Prince Edward Island, to the Gulf of Mexico, were represented.

That the gathering was a thoroughly representative one cannot be gainsaid. On every hand the representatives displayed a spirit of liberality, as well as a desire to faithfully guard the interests of their constituents, and the work accomplished in the

way of legislation manifests their earnest and conscientious devotion to their chosen profession.

Promptly at ten o'clock, Monday morning, October 14th, the Grand Division was called to order, with 103 representatives present, many of whom are pioneers in the organization, and familiar faces in the Grand Division, having participated in its deliberations at each session for years past.

No opening ceremony was held, the Grand Division proceeding to business immediately after being called to order by electing a committee on committees, whose duties consisted of naming all committees for the Grand Division. A Committee on Credentials was promptly named by them, and the Grand Division took a recess, in order to give the Committee on Credentials an opportunity of preparing its report, which was made to the convention Monday afternoon, and before adjournment that day all but one or two claims for seats had been disposed of, which is a new record for celerity in dealing with matters of this nature.

The balance of the week was devoted to legislation, and a new constitution throughout was adopted, included in which will be found the better part of our old laws.

During the proceedings, Saturday forenoon, a motion was adopted making the hour of three o'clock of that day a special order of business for the election of Grand Officers.

Promptly at three o'clock the Special Order was taken up, and the following Grand Officers elected for the ensuing term:

President, H. B. Perham.

Grand Secretary and Treasurer, L. W. Quick.

First Vice-President, J. A. Newman.

Second Vice-President, T. M. Pierson.

Third Vice-President, D. Campbell.

Brothers A. O. Sinks and C. E. Layman, the retiring members of the Board of Directors were unanimously re-elected.

A printed copy of the proceedings of the convention will be mailed each member in good standing simultaneously with this issue of THE TELEGRAPHER.

With Brother Perham guiding our ship of State, ably assisted by Brothers Newman,

Pierson and Campbell, our future progress is assured.

In electing Brother Perham to the presidency, the representatives were not indulging in an experiment, as is usually the case where a new man is chosen to fill this office, but, on the contrary, they availed themselves of ability already developed.

It is a matter worthy of note that our new President was the General Chairman of the first General Committee to secure a schedule for the telegraphers without a fight, which occurred on February 1, 1892, when the Denver & Rio Grande schedule was signed by the management of that road, which schedule is still in existence, and is to this day one of the best schedules ever secured for telegraphers. President Perham was General Chairman and spokesman of the committee securing that schedule.

His unwavering fidelity to the organization and trusts reposed in him was fully tested last year, when, as Grand Secretary and Treasurer he stood as a bulwark in defense of the laws and finances of the Order, even to the extent of appealing to the membership for a Special Session of the Grand Division to protect their interests, which appeal was promptly answered, and the action of that convention in completely endorsing his stand is too well known to need reiterating at this time.

The organization has a bright future before it, and each and every member should consider it his duty to assist in bringing about a state of thorough organization throughout the country. Individual effort on the part of the membership will bring about this much desired result.

CONVENTION NOTES.

"Dunn of 7" viewed the proceedings from the visitors' gallery.

* * *

Many old and familiar faces were missing from the convention.

* * *

The "Old Hoss" of 1899 is now at the head of the procession.

* * *

"St. Louis by moonlight" was "cut out." Too much work on hand.

Boggs and Sites "paired" during the time that they were visiting the convention.

* * *

Senator Tanquary denied that he was a politician, and Hughes admitted the argument.

* * *

Grace of 77, and Chambers of 5, divided honors as the Ward McAllisters of the convention.

* * *

"The Duke de Orleans" (Reynolds of 1) was present and took a hand in all the proceedings.

* * *

The 1901 convention made a record for itself never before equalled from a legislative standpoint.

* * *

Rubin of 49 caught the house by his mathematical calculations in seconding the nomination.

* * *

Percy E. Wright of 38 had the honor of being the "better half" of the "bride of the convention."

* * *

We had our Hanna, but he denied the allegation that his name is "Mark," or that he is a lawyer.

* * *

Osborn of 31, Secretary of the Committee on Statutes, deserves much credit for his untiring efforts.

* * *

Konenkamp of 52 made an enviable reputation for himself as Secretary of the Committee on Constitution.

* * *

Senator Tanquary, Past President Ramsay, and Hughes, of Philadelphia, were the orators of the convention.

* * *

Finnan of 17 was the only one present of the faithful from 1886 days, excepting, of course, "Daddy" Thurston.

* * *

Hiller, Konenkamp's "second voice," was equal to all emergencies in explaining new amendments to the Constitution.

Grogan of 40 objected to being compelled to put forth more exertion in seconding a motion than was required of his predecessor.

* * *

"Strickland and Reiker of Four
Were seldom on the floor,"

But they were always present and
attentive to business.

* * *

The Constitution and Local and System Division Statutes were gone over section by section, and thoroughly revised, all in six days.

* * *

"Kirchmier of 14" was ever present with his "Second" to the motion, which assisted the Chair greatly in getting matters before the house.

* * *

To name all the capable representatives present would be to reiterate the roll of representatives, as they were all good, capable and loyal ones.

* * *

Ramsay of the Grand overlooked giving us a selection from "just one more word and I am done," but "Daddy" Thurston reiterated his advice, "Do right."

* * *

St. Louis Division, No. 2, did itself proud at its special meeting, and later in entertaining the representatives and Grand Officers at lunch on the evening of the 14th.

* * *

Cornwall of 68, and Cockrell and Robinson of 65, could always be found at their table from the opening to the closing of each day's proceedings, closely watching all that was going on.

* * *

Perham, Tanquary and Marr were the delegates chosen to represent us at the A. F. of L. Convention, to be held in Scranton, Pa., December next. Our interests are in good hands.

* * *

"Crip" Wilson's recitation of the "Colored Minister's Sermon" to new converts was one of the treats heretofore enjoyed by the representatives that we were deprived of this year. "Crip" was recently married.

Stevens of 32, Chairman of the Transportation Committee, reported that that committee was somewhat handicapped on account of a well developed case of "Charley horse" in the Chairman's right limb.

* * *

Stratton of 40 was an indefatigable worker in assisting in the work of bettering our laws. Occasionally he would evidence a "Missouri" disposition by insisting on being "shown," if it did not look just right.

* * *

The time honored custom of having a group picture taken of the delegates was deviated from this year, much to the regret of many old-timers, who have treasured away in their homes, group photos of delegates to all the conventions held in late years.

* * *

The various system divisions were well represented, not only as to numbers, but by capable men. Union Pacific Division, No. 6, was especially fortunate in this respect in being represented by that sterling trio, Brothers Chandley, Tudor and Root.

* * *

Montgomery of 47 carried off the honors in a walk of representing the most remote located division in the Order. His journey from Prince Edward Island was a long one, but he proved himself such an enthusiastic and loyal member, that all hope to have the pleasure of meeting him again.

* * *

The representatives were disposed to be liberal in all matters, but they balked when Hiller tried to inject what President Dolphin termed his "Philadelphia Dutch" into the Constitution through the promiscuous use of "equilibrium" and "interregnum"; they swallowed their fill when they gulped down the "Sovereign Body" without a murmur.

* * *

The usual "opening exercises," consisting of addresses of welcome by the Mayor and other prominent citizens to the representatives, and replies thereto by the President and other Grand Officers, was omitted, and ten minutes after the Grand Division was called to order, business was being transacted.

Prominent among the representatives was Brother J. H. Whited, representing Southern Pacific Division, No. 53. Brother Whited was at one time Superintendent of the Coast Division of the Southern Pacific, and is now a Train Dispatcher at Sacramento. He is an earnest worker for the Order, and enjoys the confidence of all who know him.

* * *

The seven from (Division) Seven divided honors with Division 31 as the largest delegation in the convention. Brothers Allison, Hamel, Morrison, Uren, Clements, Sinclair and Trotter comprised the delegation from Division No. 7, and Brothers Clapp, True, Whitchurch, Samuels, Osborne, Day and Turner, from Division 31. Each division also has a member on the Board of Directors. Tit for tat.

* * *

Brother H. E. Garman, President of the Colorado State Federation of Labor, accompanied by his wife and little child, was a visitor in St. Louis during the greater part of convention week. By request of the Grand Division, Brother Garman appeared before the convention, and delivered an address which was highly appreciated by all. He is a thorough union man, and was immediately installed as a favorite among the Leys.

* * *

The more important changes in our constitution follow:

The General Chairman of a System Division will hereafter be elected by the General Committee, instead of by the membership.

The Officers of Local Divisions are to be elected, in future, in the month of February annually, and the Officers of System Divisions in the month of February, biennially.

The Unwritten Work of the Order was changed so as to provide for a more complete identification of the holder of a card as being a member and up-to-date.

The Grand Division convenes on the second Monday in May biennially instead of in the month of October, as prescribed by our late Constitution.

The Protective Department laws were so amended as to provide that the Local Board of Adjustment shall turn over to the General Chairman all grievances not satisfactorily adjusted by it after the highest official on the division has been reached by them in their endeavors to adjust the same. This law has always been understood to operate in this manner in the past, but through an oversight of its framer, it read in such a way as to authorize each Local Board of Adjustment to carry its grievance to the highest official of the road before turning it over to the General Committee, if they desired to do so.

No changes were made in the laws governing the Mutual Benefit Department.

Under the provisions of the new Constitution, laws enacted by the Grand Division become operative sixty days after their enactment unless otherwise provided. As the late Convention adjourned on the night of October nineteenth, and construing the law liberally, the new Constitution will become effective on December 19th.

The Board of Directors was empowered to name the next meeting place of the Grand Division, which will convene on the second Monday in May, 1903.

THE RAILWAY CLERKS.

THE first session of the Grand Lodge of the Order of Railway Clerks of America convened in St. Louis, Mo., on Monday, October 21st, and continued in session three days. There were present at this meeting a large number of delegates from all parts of the country.

An entirely new Constitution was adopted, and provision was made for the placing on the road of one Grand Officer on salary to push the work of organizing.

The Grand Officers' reports show the Order to be in a most prosperous condition in every way, and that over 1,200 new members have been added to its membership roll since January 1st last.

It was decided to hold the next session of the Grand Lodge, which convenes in September, 1902, in Buffalo, N. Y. Resolutions were also adopted recommending that its 1903 convention be held in St. Louis.

The following Grand Officers were elected:

President, Hugh J. Fayman, Kansas City, Mo.

Vice-President, M. F. O'Gorman, Buffalo, N. Y.

Secretary, R. E. Fisher, Sedalia, Mo.

Treasurer, Louis Jack, Kansas City, Mo.

Board of Directors, Bert C. Cornwall, Sunbury, Pa.; J. N. Fisler, Camden, N. J.; C. H. Grindrod, Roanoke, Va.; C. O'N. Bryan, Dennison, Tex.; John T. Christian, Kansas City, Mo.; W. D. Gillespie, St. Louis, Mo.; F. G. Barrett, St. Louis, Mo.

The headquarters of the Order remain in Sedalia, Mo.

INTRODUCTORY.

IT is said that custom makes law; at least a time-honored custom becomes equivalent to law.

As it has been the custom in the past for a new Editor, in assuming charge of the pages of THE RAILROAD TELEGRAPHER, to write a few words in the way of self-introduction to its readers, no doubt your Editor would be considered somewhat negligent in his duty should he fail to do so.

In assuming his duties, he is fully conscious of the task before him in endeavoring to maintain THE TELEGRAPHER at the high standard heretofore held by it, and he will earnestly strive to fully meet the expectations of those who have honored him by entrusting to his care the publication of our official organ, by endeavoring to fill its pages with matter of interest to the membership in general, the organization in particular, as well as of benefit to the cause of Unionism which all are endeavoring to promote.

Having been employed in practically every branch of telegraphy in existence during his fourteen years of experience at the key, your Editor is somewhat familiar with the general condition of telegraphers and their wants. In addition to endeavoring through these columns to assist in advancing the interests of the class we represent, the hand of fraternalism will be extended to all classes of workmen who have shown their appreciation of the benefits of organ-

ized effort by banding themselves together in legitimate labor organizations.

There will be no change in the general policy of THE RAILROAD TELEGRAPHER, and those who have so generously contributed to its pages in the past are earnestly requested to continue to do so in the future.

The Fraternal Department is what you make it. If each division will name a correspondent, whose duty it shall be to contribute an article to this department monthly, reciting the doings of his or her division, then the Fraternal Department will prove of interest to you. Should divisions fail to contribute news of interest from their territory, this department cannot be made as interesting as we hope to make it.

A cordial invitation is also extended to all to contribute articles to the various other departments of our journal.

A CHANGE IN THE MANAGEMENT.

AS will be noted elsewhere in these columns, I have been elected President of the Order of Railroad Telegraphers, and it now becomes necessary for me to turn over the hated "Blue Pencil" and the office goat to my worthy successor in office, Brother L. W. Quick, who will have control of this publication hereafter, and for whom I desire to bespeak the same kindly consideration that has always been accorded the writer in the past.

It is with feelings akin to regret that I relinquish charge of THE RAILROAD TELEGRAPHER, after more than four years' experience as its editor and manager. My connection with the publication, its writers, and its readers will always be a pleasant recollection to me.

The new editor has kindly invited the old one to contribute to these columns whenever the spirit moves him, and right here would be a splendid opportunity to talk about the future policy of the organization, but we refrain. Suffice it to say that the aims and purposes of the organization are well known to the telegraphers, as there is scarcely a

man or woman working at the business who has not heard about the benefits to be gained by thorough organization, and all have been, at some time or another, solicited to join.

It is safe to premise that those who are now satisfied with long hours and short pay will not always remain so, and when they get ready for a change, will find our latch string still on the outside.

The more energetic of the unorganized telegraph fraternity who are already getting restless, and want fair pay and decent hours of service, will find a perfectly feasible method of obtaining the same by uniting with the Order.

The Order of Railroad Telegraphers will make life more pleasant for every worker at the key, if they will but join with the determination to stick to it through thick and thin until it wins out for them as it has done for others. The good that has been accomplished on any one road can be accomplished on every road in existence without a solitary exception. It may take longer in one locality than in another, but in the end the result will be the same. There is no other function that can materially assist the rank and file of the telegraphers, and it is safe to say that there never will be.

The old time members who have made the organization fulfill its mission as far as they are concerned, and are enjoying fair pay and working reasonable hours as a result, will find the Order ever ready to assist them when any attempt is made to encroach upon their rights and privileges.

Strict business methods will characterize the new administration, and the reputation of the organization for reliability and integrity will be steadily maintained.

Eternal vigilance is the price of liberty, and activity in well doing is likewise the life of the Order.

Appreciating the honors that have been conferred upon me, I remain,

Yours fraternally,

H. B. PERHAM.

St. Louis, Mo., October 21, 1901.

Editorial Notes

See that the box from which you buy your cigars and tobacco has a union label on it.

President Roosevelt has issued the usual Presidential proclamation, naming Thursday, November 28th, as Thanksgiving Day.

The mailing list has been revised, and only members with dues paid to December 31st next will receive this issue or the Convention Supplement.

Help the cause of Unionism by insisting on your dealers furnishing you with Union made goods. Persistent agitation in this direction is needed.

Wireless telegraphy has been successfully operated on the ocean as a means of communication between two great ocean steamers at a distance varying from thirty-five to sixty-five miles.

Division cards for the next semi-annual period, January 1 to June 30, 1902, will be ready for distribution on December 1st. Pay your dues early and get one. They are beauties.

The strike in the Northern Colorado coal fields has been settled, the owners agreeing to pay the scale asked by the men, 40 $\frac{1}{3}$ cents after machine, and 66 cents for pick work; they further agreed not to discriminate against the old employees who struck last winter.

The first issue of the Colorado *Chronicle*, published at Denver, Col., by Messrs. Thum and Coates, has reached this office. It is a thorough union paper, and up-to-date in every way. Lieutenant-Governor Coates, the junior member of the firm of publishers,

has for a long time past been recognized as one of the foremost labor leaders in the State of Colorado.

The report of the Industrial Commission on Labor Disputes and Arbitration, recently issued, shows that the greatest number of agreements between employer and employes exist in the building trades, the brewery, boot and shoe, baking, wood-working, and metal trades, and some branches of the clothing trade, and transportation business—in other words, where both employes and employers are most strongly organized.

If the question were asked, "What is the quickest and best way to double our membership?" we would answer, "for each member to secure one new member." We would further add that this could easily be accomplished if each member would display the proper amount of energy in this direction, as the statement is vouchsafed that there is not a member in the Order but who can bring in one new member if the effort is made.

A new device, known as the "Twentieth Century Telegraph Key," has been placed on the market by Foote, Pierson & Company, of New York, which it is claimed will, to a great extent revolutionize the present manner of transmission in the telegraph service, and can be used by telegraphers afflicted with "operator's paralysis"; in fact, it is claimed that this key was made especially for the benefit of telegraphers so afflicted. Their advertisement appears on another page of this journal.

The Morse alphabet averages three characters to the letter. It takes six muscular contractions to make the three characters in one letter, which at five letters to the word makes thirty contractions per word, and

figuring a speed of twenty-five words a minute, produces a total of 750 muscular contractions per minute; with half of a nine-hour day put in on the sending side, this means 202,500 of these nervous pulsations per day of ordinary work all upon one set of nerves and muscles in the wrist. The telegraph world is certainly in need of a change in conditions, especially as affecting the mode of transmitting business over the wire.

The late census returns show that there are 65,843,302 native born and 10,460,085 foreign born persons in the United States, the latter element constituting 13.7 per cent of the total population in 1900 against 14.8 per cent ten years ago. The foreign born show an absolute increase during the last ten years of 1,151,994, while the native born have increased 12,081,637 in the same period. The population in 1900 is made up of 66,990,802 white persons, 3,840,789 persons of negro descent, 119,050 Chinese, 85,866 Japanese, and 266,760 Indians. In 1890, the population consisted of 55,166,184 white persons, 7,488,788 persons of negro descent, 126,778 Chinese, 14,399 Japanese, and 273,607 Indians.

Since our last issue, many additional expressions of opinion have been received in regard to the origin of the signal "OS." Brother J. R. Taylor, of Washington, D. C., thinks that the signal was taken from "on schedule." Brother A. B. Holland, Alexander, Ark., suggests that it came from "Oh,

say!" Brother R. M. Dakin, of Wilczinski, Miss., is of the opinion that the signal was taken from a jocular remark, and relates the following: "Some years ago, I was told by an 'old-timer,' that an operator on a certain line in answering the dispatcher's inquiry as to whether trains were by his office or not, fell into the habit of saying 'Outer site' when the trains had passed. Others took it up, until it was generally used; then, being true to their kind, abbreviated it into 'OS.'" Brother W. W. Ricker, of Roselle, Ill., also expresses the belief that the signal came from "Oh, say!"

A scarcity of telegraphers is reported on the Northern Pacific and Great Northern railways. Press reports give details of a number of serious wrecks on the Great Northern, in one of which it is stated thirty-three lives were lost, including that of the Division Superintendent of the road and his son. The causes given for the disasters are heavy traffic, and inability to secure experienced trainmen to handle their trains. In investigating the cause of another wreck on the same road, in which two lives were lost, and many thousands of dollars' worth of property destroyed, the coroner's jury developed the fact that the operator who had made a mistake in the train order, had been continuously on duty for over twenty hours. A law making eight hours a working day for telegraphers and others engaged in handling trains, would save hundreds of human lives and millions of dollars' worth of property annually.



PERSONAL MENTION

BORN.—To Bro. and Mrs. G. W. Shepherd, a fine ten-pound O. R. T. girl, on October 28th.

MARRIED.—Bro. E. L. Myers and Miss Lena R. Fentress, at Central City, Ky., on Wednesday evening, October 23d. Bro. Myers is a member of Division No. 93. Congratulations.

MARRIED.—Bro. G. W. Hilley and Mrs. Mary E. Burke were united in marriage on October 17th, at Jamaica, N. Y. Bro. Hilley is First Vice-Chief Telegrapher of New York Division, No. 44. The telegraphers unite in extending congratulations to the happy couple.

MARRIED.—Bro. W. L. Bear and Miss Carrie Morse were united in matrimony on October 16th at the residence of the bride's parents, Butler Junction, Pa., by the Rev. W. L. McClure. The happy couple immediately left for a tour of the Southern States. Bro. Bear is a member of Division No. 52. All join in congratulations.

MARRIED.—Bro. W. B. Sonner and Miss Maggie M. Baber, at the home of the bride's parents, Mechums River, Va., on Wednesday, October 23d. The Rev. Samuel Saunders officiated. Bro. Sonner is a member of Cumberland Division, No. 68, and the bride is a sister of Bro. C. S. Baber, of Division No. 40. The telegraph fraternity extend congratulations.

MARRIED.—Brother Percy E. Wright and Miss Nellie Herrick were united in the holy bonds of wedlock at the home of the bride's parents, Columbus, Ohio, on the evening of October 6th, and soon after departed for St. Louis on their wedding trip. Bro. Wright is the popular and well-known Secretary of Columbus Division, No. 38. All unite in extending to the happy couple congratulations.

DIED.—At Trenton, N. J., Bro. T. P. Kirwin, a member of Division No. 85. No further particulars are known.

DIED.—At Chicago, Ill., from illuminating gas poison, Bro. A. B. Collins, a member of Illinois Central Division, No. 93.

DIED.—At her home, near Mountain Glenn, Ill., on October 6th, Mrs. B. W. Potts, mother of Bro. W. H. Potts, a member of St. Louis Division, No. 2.

DIED.—At Richwood, Ohio, Thursday, October 3d, Bro. Elza B. Graham, age 32 years, 5 months and 26 days. Bro. Graham was a member of Santa Fe System Division, No. 23. He died of consumption, and leaves a wife and many friends to mourn his loss.

DIED.—At Pueblo, Col., on October 3d, Bro. F. G. Dillman, a prominent member of D. & R. G. Division, No. 49, of typhoid fever. His remains were taken to Padonia, Kan., for interment. All members of Division No. 49 join in extending sympathy and condolence to the bereaved family.

WANTED.—Address of V. O. Davis. "VO," if you see this, write me.

MURF,
Surrey P. O., Cal.

WANTED.—Present address of Henry H. Hurr and Guy W. Haling. If either see this, write me.

JOE THORNTON,
Tucson, Ariz.

WANTED.—Address of W. S. Booth. Last heard of at Greenland, Col. His parents are very uneasy about him.

A. V. OSBORN,
Echo, W. Va.

WANTED.—The present address of Charles O. Bruner. Last heard of was working for

Southern Railway, at Cleveland, Tenn. "B,"
if you see this, write me at Ennis, W. Va.

W. R. REYNOLDS.

WANTED.—To secure a copy of THE
TELEGRAPHER containing piece entitled "A
Tale of Woe," also one entitled "Zeb. Wat-
kins' New Position." It will be a great
favor if some brother can furnish me with
these copies.

JOHN C. MILLER,
Chelsea, Mass.

WANTED.—To correspond with some one
who has used the "Twentieth Century
Key," with a view to ascertaining its merits.

C. H. LAFAVER,
Quincy, Ill.

WANTED.—Present address of Samuel M.
Ford. Last heard from in Kansas City,
Mo. Any information that might lead to
his location will be thankfully received.

W. B. FORD,
Norton, Va



Gleanings

Bankrupts are broken, but idiots are only cracked.

* * *

A man always puts his best foot forward; a mule, the other way.

* * *

The most foolish thing a labor organization can do is to break its agreements.

* * *

A very large portion of the people who do not believe in strikes, thoroughly believe in war.

* * *

Workingmen of Sweden are preparing for a great national strike to gain universal suffrage.

* * *

Some men are considered narrow-minded because they make a specialty of minding their own business.

* * *

Printing for the State of West Virginia must now bear the label or it is not accepted by the State officers.

* * *

Although only 3,000 upholsterers' labels were used in January of this year, the demand now reaches 20,000 a month.

* * *

I have come to the conclusion that it is good to work hard. It makes one enjoy food and play and sleep so keenly.—*George Du Maurier*.

* * *

According to Labor Commissioner Johnson, of Kansas, the average yearly earnings of railroad employees decreased \$74 in the past two years.

* * *

There is such a thing as "Divine discontent." It lies at the base of all ambition

and all progress in the individual, in society, and in the nation.

* * *

It is an old saying that "in union there is strength." The trusts believe that in union there is money. So does the workingman who knows his interests.

* * *

The number of children working in the factories of Germany to-day is little more than one-third of what it was in 1895; but the laws are still often evaded.

* * *

The Australian House of Deputies has adopted a clause of the immigration bill prohibiting the entry into the commonwealth of any one under contract to do manual labor.

* * *

The International Typographical Union has invested over \$10,000 of its reserve fund in United States bonds, and will continue this policy until \$100,000 are thus secured.

* * *

Plumbers' Union of Marion, Ind., after a strike of five days, gained a reduction in hours, and a scale of 25 cents an hour for gasfitters, and 30 cents an hour for plumbers.

* * *

The New York elevated railways are laying a third rail, and will substitute electricity for steam power, and the \$3.50 a day engineers will be supplanted by \$1.75 motormen.

* * *

Some people say that money is not the highest nor the greatest incentive to effort. Neither is it. But in reckoning up incentives it would hardly be good calculating to leave it out.

The work of auditing the books of the Amalgamated Association of Iron and Steel Workers has recently been completed. The audit shows that \$96,000 was distributed during the strike.

* * *

Five scab molders in Buffalo sued Martin Murphy, a prominent labor agitator, for \$10,000 damages because the latter stopped them from coming to Cleveland during the big molders' strike.

* * *

Mr. Morgan is after the iron mines of Lapland, says a cablegram from Stockholm. If the report is true, the Swedish government will attempt to frustrate the deal by purchasing the iron mines.

* * *

Any number of bills will be introduced in the next Congress to "stamp out anarchy," and the upholders of free speech will do well to keep their eyes open, or the politician will rob them of their natural right to protest.

* * *

One class of reformers object to the world being improved unless they are the ones who improve it. These people think they possess a sincere love for their fellow men, but they do not; they merely possess a craving for being given the *credit* for it.

* * *

Mr. Percy Warner, General Manager and Receiver of Nashville Railway, says that he will not employ a motorman or conductor who is a member of a labor union. The union people and sympathizers say that they will not ride on Mr. Warner's cars.

* * *

President Gompers, of the American Federation of Labor, waited on President Roosevelt on the 3d, and requested him to note in his message to Congress the necessity for the re-enactment of the Chinese exclusion law, and the passage of the eight hour bill.

* * *

The British Miners' Federation at its annual conference recently, adopted a scheme providing for an annual levy of a shilling from each member to pay the labor representatives in the House of Commons. This levy will provide an annual income of \$87,500.

The receipts of the Retail Clerks' International Protective Association for the month of August amounted to \$2,151.58; the expenditures were \$1,351.33; leaving a balance of \$800.25. Charters issued in August, 19; in September there were nine charters issued.

* * *

Being a "good fellow" does not make a man fit for leadership in a labor organization. The qualities necessary are honesty, ability, and particularly the courage of one's convictions. A mere will-of-the-wisp trimming "his sails to catch the passing breeze" is the poorest thing securable.

* * *

The labor program of the near future will bring a change in the policy regarding boycotts. There will be fewer boycotts and more effective ones. One thing at a time and that done well, is a very good rule which does not seem to have been much observed by labor unions in the matter of placing boycotts.

* * *

The eight hour day is not such a new thing. On April 2, 1792, the town of Partridgefield, Mass., now Peru, voted "to grant £150 for repairing highways in said town, to be worked out two-thirds in June next, at 3s 6d per day, and the other third in September at 3s per day. Eight hours in a day to be deemed a day's work."

* * *

The tobacco trust is making strong efforts to compel dealers to sell none but trust-made tobaccos. It notifies them that it will not sell them any popular brands unless they quit selling union-made tobacco. This is a pretty serious matter, and should make all organized men renew the demand for union-made goods, especially tobacco.

* * *

The 'longshoremen's strike in New Orleans has ended in victory for the strikers. They now receive the highest rate of wages in their trade in the United States, viz 40 cents an hour for regular, 60 cents for over, 80 cents for Sunday time. Grain handlers get 50 cents, 75 cents, and \$1, respectively, for the same kind of work. There are 900 negroes and 750 whites in the unions.

Five thousand employes of the Illinois Central Railroad, including practically every conductor, brakeman, switchman and yardman, except those in the far South, will receive an increase in wages within the next month. This was decided on at a conference at Chicago recently between the officers of the road and representatives of the Brotherhood of Railway Trainmen.

* * *

The claim that capitalists furnish working people employment is absurd. It is the demand of the public for goods that makes employment possible. When there is no demand, the employment of the working class very soon ceases. All the capitalists do is to prevent the working people from working until they agree for wages—to give the employer—most of what is produced. The working class furnish the employers a living.

* * *

Unless labor deals justly, it cannot expect to be dealt with justly; unless it keeps faith, it cannot expect employers to keep faith with it; if it is insulting, it must expect insults in return; if it becomes bitter, it must expect bitter treatment; if it makes impossible and unreasonable demands, it must expect to be ignored; if it is strong and reasonable, it may expect to have its wishes respected. Most of this is also true in regard to the employer.

* * *

The industrial progress of the United States and the inability of Europe to compete with us, may throw immense bodies of European workmen out of employment, and cause some governments to be overturned. In order to compete with us in industrial systems, it may be necessary to compete with us in political systems, so that we are likely to force them not only into modern industrial methods, but also into providing themselves with modern governments.

* * *

It is probable that the long heralded supplanting of steam by electric power on railways will first be tried on a considerable scale in Sweden. Water power is abundant there, and the distance of transmission need not be unduly great anywhere. A Swedish engineer has estimated that the entire sys-

tem (about 7,500 miles) can be operated from twelve central stations scattered in different sections of the country. He estimates the entire cost at about ten millions of dollars.

* * *

In extending the injunction against the printing trades upon the plea of the Conkey Publishing Co., of Hammond, Indiana, United States Judge Baker made the astonishing assertion, during the delivery of his opinion, that the steel trust "fought for the freedom of the men who did not think it practical to join a union," and also that "our Revolutionary fathers battled for the right of men to work." Now will you be good! The trusts will hereafter defend the workingmen!

* * *

New York cigar store proprietors have organized. Reason? Well, the tobacco trust, not content with marching forth to conquer production of tobacco, cigars, cigarettes, etc., is going to distribute the same through its own stores, which are to be established all over the country, \$5,000,000 having been set aside for that purpose. A number of stores have already been started in New York, and the independent dealers complain that the trust is selling goods below cost, and that they will be ruined.

* * *

The U. S. Industrial Commission has made its report on liquor disputes and arbitration. It is composed mostly of a review of the great mass of testimony taken and the opinion of the commission is conspicuous for its absence. It notes the overwhelming opposition of witnesses heard to compulsory arbitration, and the notable tendency to settle labor disputes by what it calls "collective bargaining." Taken as a whole, the report does not throw much valuable light upon this very important subject, although the testimony reviewed will be of interest to the student.

* * *

At Nashville 200 men were discharged by the street railway company because recently they had formed a union. Can there be the slightest doubt in the mind of anyone that the action of the local street railway company in forcing a

deplorable strike was simply in compliance with a general agreement among traction magnates to blot out trades unionism? So palpable is the collusion that we would like to see an action for conspiracy pressed against the street railway officials in each of the many cities where the company has undertaken to stamp out the union.

* * *

In an oil-burning locomotive just constructed for the North Pacific Coast Railroad, the cab is placed at the head of the locomotive, and the smokestack is set at the rear end. The tender trails behind with its oil and water tanks, and the fluids from both are fed to boiler and furnace in the customary way, the oil pipe being led around the body of the boiler to the firebox, which opens as usual in the cab. The advantage claimed through this arrangement is that the engineer has an unobstructed view of the track, and therefore a more perfect control over his train. Another advantage is also claimed for the increased draft from this location of the firebox.

* * *

The Secretary of State for India has announced in the House of Commons that an expert "of very great experience and attainments" would be sent to India to conduct an inquiry into the system of railway management and organization. The expert selected was Mr. T. Robertson, late head of the Public Works Board in Ireland, and previously manager of the Irish Great-Northern Railway. Mr. Robertson is to spend the ensuing "cold weather" and that of 1902-3 in conducting the investigation, visiting every part of India. During the intervening summer months Mr. Robertson will travel in America with a view to reporting how far American methods are applicable to the case of the Indian railways. An officer of the

Indian Public Works Department is to be attached to Mr. Robertson throughout his Indian tours.

* * *

In Chicago the woman organizer of the retail clerks has adopted a winning argument with the salesladies whom she is trying to influence to join a union. She says: "Now, girls, don't tell me that you cannot join because you are not going to work long. I know you intend to get married, but you never will, in many cases, until you join this union and help your future mates along. Get them higher wages, so they can support you, and make their lives worth living. When wages are low they hesitate; when wages are high, they don't. Take advantage of the opportunity, and help to do a great work for the working people. Above all, if you once join, don't go back on it." It is needless to say all the ladies joined.

* * *

Considerable interest is being taken by the Scotch railway companies in a new scheme of a Gourcock inventor for the electric lighting of railway tunnels. The invention provides for the automatic lighting of tunnels by means of a row of lamps suspended between the two lines of rails. As the continuous lighting of the tunnel would entail useless expense, the apparatus is so contrived that by the same action, the signalman will show the line clear and light up the tunnel as far as the next signal cabin, the signal lever also governs the electric switch. By the same means the light will be extinguished when the signal lever is thrown back into its normal position. It is claimed that this will ensure the safer working of traffic, as in addition to lighting up the tunnel, the light will at once inform the driver whether the line is clear or blocked.



MISCELLANY

THE OPERATOR AT ROGERS CREEK.

IT was December the twentieth.

The snow, which had been falling in light, soft flakes for some time, had become frozen and the hard crust on top, told of the approach of pedestrians, some distance down the street.

The wind was blowing a smart breeze from the north, and at 11 o'clock that night there were few people to be seen on the streets of White Eagle.

The streets around the dispatcher's office of the Great Pacific Railroad had become deserted, except for the occasional crunch, crunch, of some weary night patrolman, making his rounds.

The scene in the dispatcher's office, on the second floor of the depot building, presented a very different appearance. The train dispatcher and operator on duty there were two very busy men.

The wires had been working badly since 9 o'clock, and now that they had begun to work a little better, they were using them to their full capacity to send out the numerous train orders and to catch reports of the various trains at different stations.

The division superintendent had cautioned the train dispatcher to be very careful that night, as the railroad magnate, who had recently secured control of the Great Pacific, would go over his division on a special about midnight.

Joe Norris, one of the most faithful conductors, and "Cannon Ball" Murphy, the engineer who had a reputation of always being on time, was the crew assigned to conduct this high official over the White Eagle Division.

The crew had reported for duty and Crooked Bend had reported "Passenger special 850 East by 11:01 p. m." In another hour the special would reach White Eagle, and, as soon as the car inspectors could go over the train to see that all the trucks, wheels, etc., were in good condition, and the engines could be changed, they would be ready to start on their journey East.

At 12 o'clock, midnight, the special rolled into White Eagle with steam flying and brakes screaming.

It was just 12:10 a. m. when Conductor Norris signaled the engineer to "pull out."

"Cannon Ball" Murphy, on the 852, knew what was expected of him that night. He knew that he was expected to make a fast, as well as a safe, run to Houston, the end of his run.

The 852 seemed to understand what was expected of her, too, for she moved off with the five heavy coaches as though they had been that many empty flat cars.

She was soon bounding away at 20, 30, 40, and then 50 miles per hour.

"Cannon Ball" didn't talk much to his fireman that night. He peered out through his cab window with many evil forebodings. The track was wet and slippery from the snow on it, and the chill north wind cut like a knife to those two grimy men on the head end.

Once he asked his fireman if he thought they would keep up their reputation of never running late on such a night as that. The fireman answered that he would do all he could to keep the steam up.

Everything went smoothly until nearly 3 a. m. They were then nearing Rogers Creek Station, when suddenly the engineer's

trained eye beheld a red light swinging slowly across the track. He answered the signal with his whistle, and applied his air brakes.

As they came to a standstill they noticed a girlish-looking figure standing in the snow a few yards ahead of the engine, holding the red lantern, and recognized it as Miss Lowery, the pretty young lady telegraph operator at Rogers Creek.

When they asked her what she was doing a mile from the station on such a night, and

would arrive, and particularly about the special.

After they had piled the obstruction on the track and had gone away, thinking the special would be wrecked, she had locked up her little telegraph office, and made her way through the snow to the scene, and had flagged the train to prevent a horrible wreck. The crew praised her in the most glowing terms for her bravery, and in the meantime the conductor came forward to learn the trouble, and after hearing Miss



H. B. PERHAM,
President.

why she had flagged them, she pointed down the track toward the station and there, only a hundred yards away, they saw a huge pile of ties and rails piled across the track to wreck the train.

She explained to them how she had overheard the conversation of two men, who were in the waiting room warming by the fire, and of their plans to wreck the high official's train. They had been recently discharged from the company's services, and thought it was the policy of this new official that had caused them to lose their positions. She had her suspicions aroused by the men asking her as to the time different trains

Lowery's story, escorted her to a comfortable seat in one of the coaches, and returned and saw that the obstruction was all cleared away.

The special stopped at Rogers Creek to allow Miss Lowery to get off, a stop they would not dare to have made under other circumstances.

Joe Norris swung his manly form to the ground and assisted the fair young operator to alight, saying it was too bad that she had to trudge so far through the snow to flag them.

She answered, smilingly, that it was not near so bad as it might have been had she

stayed in her little telegraph office, and allowed the special to hit the obstruction on the track.

Joe looked wistfully into her large brown eyes and said: "Yes, that would have been worse," then tipped his cap and bade her good night, and signaled the engineer to go ahead. She bade him good night and said she hoped he would not meet with any more obstructions, as the 852 puffed away.

It was just 6 o'clock when the 852 steamed into the Grand Central depot at Houston,

DREAMS AND REALITIES.

THERE are but few of us that have not had strange dreams. Dreams without meaning, dreams that were elusive, dreams that impressed us they seemed so real, frightful dreams, pleasant dreams and other kinds too numerous to mention. A story for children about dream-land shows these dreams in a peculiar light. Certain dreams were used over and over for certain classes of people. There was one that was much in demand for the little



L. W. QUICK,
Grand Secretary and Treasurer.

and "Cannon Ball" Murphy had preserved his reputation of never running late, regardless of the fifteen minutes' delay.

The two men who attempted to wreck the special are now serving terms at Huntsville.

It is needless to say that the young lady operator at Rogers Creek was given a well-deserved promotion, when the story of her flagging the special on that cold December night reached the ears of the officials.

But there is another promotion in store for her. She will become Mrs. Joe Norris within a few weeks.

boy who ate too much supper; another for the one who wouldn't mind his mother; another for the little girl who failed to get her lessons, etc. It seems to me that there must be a variety of dreams reserved especially for people who telegraph nights and try to sleep days.

One of the worst of these is to dream that you have forgotten your key, and when you got to the office the door was locked and the dispatcher was tearing up the relay with your call. Another bad one is to be wading snow banks, climbing steep hills or fording

deep streams all in a vain endeavor to reach the office and get a block for No. —.

While taking my usual allowance of troubled sleep to-day, the dream-maker sent me a new one, which so impressed me that I resolved to write it, with the thoughts that followed, and ask our Editor to "hold the wire a minute," while I relate it for THE TELEGRAPHER.

Be it known that for many moons I have been working from 6:30 p. m. to 6:30 a. m. Now and again a little extra day work has come my way, and one recent change of a

They told our chief that it should not be; that I was a member of the O. R. T. in good standing and that they would see justice done. Of course, the chief saw that they were in earnest and had to capitulate.

Not much of a dream, was it? But when I awoke I thought it over. It all might be true, and on any road which is not organized an operator has no redress nor defense in such cases. Strange to say, they go blindly on, putting up with such injustice, no one knowing where he stands or whether he will stand anywhere definitely, long



J. A. NEWMAN,
First Vice-President.

few weeks, reminded me of how fine a thing it is to sleep at night like a Christian, and to spend the waking hours without "that tired feeling." Of course, the sunlight had to be avoided for a time to keep me from feeling dazed; but on the whole it seemed very pleasant and suggested possibilities in life which for some time had been a dim memory. Therefore, when a day position was advertised which it seemed possible for me to obtain, I hastened to apply for it.

And my dream ran like this: I saw my coveted position and another also, given to operators younger in the service. Then my brethren, a heroic band came to the rescue.

hours, small pay, disagreeable, unjust tasks imposed. All this they endure, seeming to think there is no remedy.

Not long since an official remarked to me that I would have a certain day position if it were not for "so much seniority." It was not policy to tell him what I thought about it, that if it were not for seniority I might never have a day position. As it is, I know that when I am entitled to one I will get it, and no one can keep me out of it. I know this, that if it were not for our schedule, we would be working for from \$5 to \$10 less per month, and doing part of the section men's work in addition to their own duties.

The last railroad for which I worked was one of the most extensive and prosperous Western lines. Yet their minimum salary was \$5 less than where I am now employed. On that road the operators buy two uniforms per year from the company's tailors, put up switch lamps, work overtime, and (many of them) thank the company because they are allowed to live. Needless to say, that company has no use for an O. R. T. member.

After I had been living on their "bounty" for a brief period, I received a note one

saying that his services were no longer required. Inquiry developed the fact that his place had been filled by a personal friend of the new superintendent. His case was one of many, where old and faithful employees are thrown out to make room for friends of a new managing official. Protests from the citizens met with the reply that the superintendent had "the highest personal regard for Mr. —, but that he could not be reinstated."

Why will intelligent men and women submit to such things?



T. M. PIERSON.
Second Vice-President.


morning, saying that they were dispensing with their lady operators and that I would be relieved from duty that night by Mr. —. Afterward I learned that the man who relieved me was a raw student who could not take a train order if his life depended on it. He could barely "get a block" and "OS" trains. Do you think they would dare to treat an operator as I was treated on an organized road? My letter showed that my services were entirely satisfactory, yet I was dismissed without cause.

To-day I received a letter from a friend, relating his troubles. He had a good station on a Western road, bought a home and thought he was settled for years to come. Without a word of warning a letter came

If only three words more were allowed me to say to operators all over the land, my first should be *organize*, my second, ORGANIZE, my third, ORGANIZE.

Dor.

COURTSHIP AS PRACTICED BY MANILA'S "400."

“ NE of the most curious customs among the social upper tandom of the Spanish at Manila," remarked Harry K. Montgomery, late Secretary of the Customs Service in the Luzon capital, the other day to the *Macon Republican's* interviewer, "is their method of courtship. When the young Spanish gran-

dee wants to do the thing about right, he dons a faultless suit of clothes, gets out a light bamboo cane, and waxes his mustache. Without the latter his case would be hopeless. He goes to the home of his lady-love, and takes his station on the walk where she can see him from her window.

"He struts up and down for her inspection, twisting his idolized mustache, twirling his cane, and going through gestures calculated to set off the offering to the best advantage. The lady may not even deign to look at him. In fact, he hardly expects

pedigree—and bank account. They never think of inviting him to see their daughter until these facts are ascertained with a fidelity that would do credit to a mercantile agency. His standing having been ascertained, the bulldogs are tied up, and the warders sheath their swords. The coast is clear now, and the lover may fetch out his mandolin or guitar and send sweet melody along with the moonlight into the bedchamber of his sweetheart. At the end of the year or twelve months, if he still remains faithful and refrains from prosecuting his



D. CAMPBELL,
Third Vice-President.

her to until he has gone through his monkeyshines a number of times to prove his sincerity. It may be months before he receives the encouragement of a smile, but when it does come, his raptured heart repays him for his labor. After awhile, say six months, the senorita may drop a rose, a fan, or her perfumed lace handkerchief. He seizes the prize with the avidity that a half-starved miner reaches for a golden nugget where he expected none. But the bird is not yet within the suitor's grasp; not by a long ways.

"At this point the dutiful parents of the young lady appreciate the fact that matters may become serious some time in the future, and they begin looking up the young man's

suit with undue haste, he may approach the girl's parents and plead for a personal audience with her.

"This is getting to close quarters, and a favorable answer means that the girl has made the same plea to her parents. The young people are permitted to meet in the parlor, but not alone. The parent or guardian is always on hand to see that the proprieties are thoroughly respected, and this sort of vigilance is never relaxed until they have plighted their troth. The lover cannot take his mistress to church, theater, or even to the refined, elevating Spanish sport known as the bull fight until his matrimonial intentions are spiked down and welded. A person would think the rigorous

custom would deter aspirants, but it doesn't. They accept the conditions eagerly and face them like martyrs.

"It is considered quite the proper thing, indeed, as an evidence of good taste, for well-dressed young men to stand in the parks and along the residence districts for the purpose of looking at the women as they pass by. If they audibly express their opinions about the gayly-dressed butterflies, so much the better. The butterflies expect it, and would feel that there was something lacking in their make-up if they failed to excite remarks. No one dreams of resenting it as an impertinence. The flirtation, however, extends no further, and if the youth becomes enamored with any of the specimens a pretty day brings forth, the only way he can call one of them his own is by pursuing the tedious course I have described."—*Macon Republican*.

THE TELEGRAPH SERVICE IN THE SOUTH AFRICAN CAMPAIGN.

IN the course of Lord Roberts' report on the services of the various units of the forces acting in the South African military operations, a meed of praise is awarded to the telegraph service establishment under the supervision of Lieutenant-Colonel R. Hippisley, R. E. After stating that "no portion of the army has had more work of greater responsibility than this branch," Lord Roberts proceeds:

"With a personnel of twenty-five officers and one thousand two hundred and twenty-one operators, linemen, etc. (of whom four officers and one hundred and fifty-three men have died or been invalided), nearly two and a half million messages have been dealt with during the past thirteen months, some of them containing as many as four thousand words. The telegraph systems taken over, repaired, and maintained exceed 3,300 miles in length, with over 9,000 miles of wire. In addition, 959 miles of air line have been erected and 1,145 miles of cable laid. Great credit is also due for the quick way repairs to the lines, so frequently interrupted by the Boers, have been carried out. This is a most dangerous service, as there is always a chance that the enemy may be lying

in wait near the break, but there has been throughout the most unhesitating promptitude in its performance. The young officers in charge of cable carts have also often had perilous work to perform when winding back their wire, alone or with a very small escort."—*Telegraph Age*.

THERMOMETER TUBES.

A MOST interesting account is given in *The Idler* of the wonderful state aided industry at Jena where glass and lenses are made for scientists. The industry has been built up by Prof. Abbe and Dr. Schott, and has throughout been conducted by scientists whose efforts have made Jena famous among scientific men the world over. One of the most picturesque features of the Jena glassworks is the great corridor where the thermometer tubes are blown and drawn, says a correspondent.

We saw this glass in process of manufacture. A boy workman caught a bit of molten glass from the furnace on the end of a blowpipe. It was hardly larger than a walnut, but by twirling and blowing and molding it grew to the size of an orange, with the shape of an orange. More glass was then added, and there was more rolling and blowing, and when the proper stage was reached the blowpipe was passed quickly to the brawny master workman.

He in his turn, added glass, blowing from time to time with cheeks outpuffed until it seemed as though they must burst, and then rolling the great ball of glass on his iron kneading board until it looked like a huge yellow gourd. Faster and faster he worked, keeping the ball always symmetrical and yet white hot. At length he lifted the glowing mass quickly in the air, and a second workman attached the blowpipe at the bottom. Then the two men ran in opposite directions, twirling the pipes and blowing lustily from time to time. From a thick, partly yellow globe the glass thinned out quickly as the men ran apart, until it became a dull red tube not larger than a man's little finger and nearly 300 feet long. Sometimes in drawing these tubes one of the blowers would not only run the length of the corridor, but far outside on the hill.

PICKLES.

“HELLO, Pickles! hain't seen you fer a week.”

“Hello, Harry.”

Such was the greeting between two youths at Melville's store, a country repository for everything under the sun from a needle to a mower.

“I've just come down on an errand. We're pretty busy up our way harvesting and haying and I don't see very much of town or you either, Harry.”

“I should say not; but have you heard the news?”

“Don't hear nothing up our way.”

“Well, last night a gang of robbers stopped the fast train at Montrose and shot the engineer and blowed open the door of the express car and stole a million dollars.”

“Whew!”

“Yes, they all had Winchester rifles and kept up a shootin' that we folks down here thought was a Fourth of July over again.”

“Have they ketched 'em yet, Harry?”

“Ketched 'em,” said Harry, with a look of disgust on his face; “why, they's a hundred of 'em and they've got a whole wagon load of guns.”

Thus the two companions conversed about a robbery that had taken place at a small station on the T. C. & R. the night before, and at which time the robbers secured an amount variously estimated between \$10,000 and \$12,000; but exaggerated reports had been circulated among the credulous inhabitants until the story related by Harry Owens to his friend Pickles was the final verdict.

“They say,” continued Harry, “that the railroad offers a reward of \$500, and the express company the same. Gee! wouldn't I like to rake in the \$1,000?”

“So would I, and our chance is as good as any one's.”

“Ha, ha, ha. Why, Pickles! Us ketch them fellows?”

“I don't mean that we'd make them surrender to us, but I mean that maybe they're hanging around in some of these woods yet, and if we found them we could tell the sheriff about them and he could gather up a lot of fellows with guns and make them surrender.”

“Well, you wouldn't get the money then; it would be the men who made 'em surrender!”

At this moment a stranger, who had approached unobserved, laid his hand upon Pickles' shoulder. As Pickles looked up he observed a keen pair of black eyes upon him and a smile partly hidden by a heavy, raven black moustache. Two rows of pearly white teeth next caught his eye; then, as he took in the other proportions he noticed that the stranger was clad in a neat-fitting suit of blue material and had the appearance of a city bred gentleman. Then he spoke:

“Pickles, you are right; should you lead the officers of the law to the place where these robbers are, and thus lead to the recovery of the stolen money, you will receive the reward.”

Pickles had grown an inch, in Harry's estimation, with this assertion from the distinguished stranger. Neither had ever seen him before, yet both seemed to regard his interference as an honor conferred and his decision unquestionable. When Pickles had departed, Harry lingered near the stranger.

“Is that your comrade?” he asked Harry.

“Yes, sir.”

“Pickles—that is a queer name. Nick-name, I suppose?”

“No, sir; that's the name Mr. Henry gave him when they found him.”

“Where did they find him?” said the stranger, growing interested in his new companion.

“They say that he found him in a wreck that happened near his house about twelve years ago, when Pickles was a baby. It was a cloud-burst, you see, what washed away the railroad bridge, and as there hadn't been any rain that night up the road the engineer didn't think about the bridge being gone, so he run right into the bridge—that is, he run off the end where it washed away. Mr. Henry heard the smash-up and went down with his lantern and helped the people to get out. Then he found Pickles crying way back in one corner and got him out, too, but nobody knowed whose baby he was, and Mr. Henry took him home. The name on something that he wore looked like Pickles to them and they said they

would give him that name; 'cause it looked more like Pickles than anything else."

The stranger had been deftly making a note of what Harry was telling while the latter rattled on unconscious of being taken down by an amanuensis.

"Where does Mr. Henry live?"

"About two miles down the track at the foot of the big hill. His house is that one you will see on the other side of the big ravine—that's the bridge you will go across that washed away."

"Thank you," said the stranger, dropping a nickel in Harry's palm, then turning away toward the home of the Henry's.

Harry looked after him for some moments, then said:

"That fellow has money to burn; I wonder if he hain't got it some way pretty easy without workin'—for instance the rob—. Gee! I'll bet he's one of them. I'm going to watch and see where he goes."

* * *

Pickles' thoughts were engrossed upon the stranger as he wandered homeward, and so lost in meditation was he that he did not realize where he was at until he heard Mrs. Henry's voice calling:

"Pickles, do hurry; we've been waiting for the sugar for supper, and you have been gone an awful long time. How's things in town? See any of Nason's folks?"

"No, I went right to the store and right straight back."

"Why, Pickles, you have been gone two hours!"

"Yes, but I stopped to visit with Harry Owens a little bit."

"How are Owens' folks, did Harry say?"

"No, I forgot to ask him."

"Forgot to ask him that? Why, Pickles, what was on your mind, anyhow?"

"Big robbery at Montrose. One thousand dollars reward for the robbers. One million dollars stole and the robbers has got away," said Pickles, excitedly.

"Well, sakes alive! What is this country comin' to anyhow? Here we've been tryin' to hire harvest hands for the last week and nary a one can we get. Now they go robbin' trains. I'll just put that fancy teapot of mine away so they don't get that, for next thing we know they'll be

carrying that away," said Mrs. Henry, busying herself with her household duties. "Men what do such terrible things wouldn't hesitate a minnit to murder people, either. 'Tween them and these lazy tramps what steal everything they eat one can't keep a thing in the spring house any more."

"Have they taken anything out of our spring house lately?"

"I should say they had!" said Mrs. Henry, turning about suddenly. "That ten-quart pail is missing, and with it every drop of cream from sixteen crocks. Besides that they took five pounds of butter that I had ready for market and three loaves of bread—why they just skinned us clean out!"

"When was that, mother?"

"I don't know. I didn't find it out till I went to the spring house after you folks had gone to the field. I had to run over to Perkins' for enough bread and butter for dinner. Perkins says he'll set the dog on the first stranger that he sees snoopin' around his house, and we can't blame him much, either."

Pickles said nothing more, but his mind was busy with the new discovery made known to him! He ate his supper in silence and was about to go about his chores when his foster father informed him that one of the cows had not come in from the pasture.

"Sorry, Pickles, but Betty has not come up to-night again, and you'll have to hunt her up. Better go up through the ravine first and then take a course up the lateral to the left along the Palisades. I'm afraid that she's fell down, and if she has it's all day with her. I'll buy a bell and put on her the first time I get to town and then we can hear her. Hurry along now, lad, 'cause it's coming sundown fast."

"I'll find her all right, dad, if she's on top of the ground. I may be gone some time, but don't worry for me, for I will not go on the cliffs to-night."

Pickles went whistling along until he came to the ravine leading up among the hills, then his mind again led back to the stranger he had met. He thought of the robbery again and its tempting reward for the capture of the criminals. He thought of the story his mother had told him about the mysterious disappearance of her bread, cream, butter and milk pail. He had scarce-

ly seated himself upon a log when he jumped as if he had been stung.

"Gee whiz! I'll bet the same fellows that robbed the train have robbed our spring house. 'Course they'd have to have something to eat and they've took more'n any tramp would have taken, so it goes to show that they are the ones. The whole country is saying that they are hundreds of miles away. Maybe they are, but I don't believe it. I don't believe that I'm more than five miles from them this minute."

Thus Pickles' thoughts ran as he walked along, his eyes peering into every little nook that could possibly conceal a cow. He proceeded thus until he came to the lateral.

"Here's the divide," he said to himself.

"Dad said I should turn to my left here and go up along the Palisades. I am glad it ain't quite dark, for they say that ghosts walk along the foot of the Palisades after night. But poo! who's afraid of ghosts, anyhow—not I."

Hardly had Pickles made this assertion when he spied a dark object resembling the form of a man quickly move to a place of concealment. Pickles realized that he had been seen and that any display of timidity at this time would only invite harm if such was intended; so he boldly moved on, and at the same time kept his eyes fastened upon the spot where he had seen the shadow disappear. As he came abreast of the place a rough-garbed man stepped out.

"What are ye doin' around these parts, sonny?"

"Looking for our cow. She turned up missing to-night and dad was afraid she'd fell off the cliffs. You see we lost one that way about three years ago. I suppose you are one of the fellows what comes out here to hunt every summer," said Pickles, turning the conversation as he beheld the gun the other carried slung over his arm.

"Yes, we're lookin' fer a good place to camp, where game is plenty and where people ain't scarin' it away every hour in the day."

"Where's your partners," said Pickles.

"Partners! Sonny, who said anything about partners, say?"

"You said 'we,' and I know from that you have other boys along. You don't need to care, 'cause none of the farmers about

these parts care if hunters camp on their land. Besides that they are glad to sell them meat and bread and such like," said Pickles, hoping to gain a clew to the disappearance of his mother's milk pail and the contents of her rich cream crocks.

He was successful, for his innocent assertion of the friendly attitude of the farmers and their willingness to sell food to hunters drew his strange companion out.

"Do you live on the hill where the railroad bridge crosses the ravine?" he asked Pickles.

"Yes, sir, that's where I live."

"Well, we visited your house early this mornin', before you were up, and helped ourselves to what we wanted, see? Well, we didn't want to wake you, so we jest come away and brought a pail along to carry our stuff in. We was going back and settle up to-morrow morning, but since you are here we will jest pay it to you and at the same time we will make a bargain that you bring us out something to eat every day. So here's \$5 for what we got this morning, and here's another \$5 for something to-morrow morning."

Pickles noted the denomination and at the same time preceived that the bills were fresh and crisp. He accepted them and said:

"Pears to me, mister, that this is too much money for them things you took away, but if it is mother will send back what's coming to you."

"Never mind, sonny; we're wealthy gentlemen out on a hunt and kin afford to pay well for all we git. What we are tryin' to do is to keep them newspaper men from findin' out where we are, and writing a lot of stuff about us in the papers. You don't know how clever they are. Why, sonny, they come moochin' around your house askin' questions if any hunters or strangers have been seen in these parts and then come and sponge off of us and go away and write a hull newspaper full of durned lies about us. Now, sonny, when we go away we'll give you \$5 if you don't let a word git out that you have got us fer your guests. What do you say?"

"That's an easy way to make \$5. I can do that," said Pickles, smiling. "Well, I must hurry on now, for it's getting dark

ing toward the roadway and also the railroad. Once upon the track he sped down swiftly toward the bridge at the foot of the hill. Crossing the bridge he came to a little shanty that had been deserted since the bridge was in course of erection. It had been used as a telegraph station during the building of the bridge to warn trains of its condition and to order such supplies at times when they could be handled without delay to traffic. A padlock was upon the door, but Pickles did not stop to force an entrance here. He knew the location of the obstacle that held the little window fast, and soon his arm was inside and the window pushed back far enough to admit his body.

"I never thought to bring matches with me," he said. "I will have to feel for the ends of those wires—thought I knew just where to lay my hands on them. Oh, here they are! Now, my good relay, just wait till I have these ends fast and then I'll adjust. There, that's the stuff! Oh, what's that?"

"2."

"Gee whiz, that was 'MH.' What is he saying?"

"ty six (26) engine 223 will meet number fifty-seven (57), engine 432, at Tremont 12. C. D. R. hf."

"Gee whiz! I busted in on a train order. I'll just wait awhile, I guess. There, now, 'KS' is repeating it back; o. k. and complete given. I'll just wait till they 'OS' 'em out, then I'll try my hand."

Pickles soon had the satisfaction of hearing these trains reported out and then opening his key, called:

"XD, XD, XD; JG."

"I, I; XD. Who's that?"

"Pickles," he sent back. "Is that D?"

"Yes; but they won't do a thing to you, Pickles, if they catch you down there in that shanty. Better make that connection again and get out before 'MH' gets on to you."

"Dickey, listen to what I am going to say. When I have done, you can talk about putting in this office."

"All right, g. a."

"Think I've got on to place where robbers are hiding that robbed express train other night. I've put in this office so I can

tell you and so that you can notify sheriff to have posse come down on hand-car. Am going up ravine now about three miles and will try to locate them. I saw one this afternoon, I think. Better tell sheriff to have men ready in case I find them."

"Oh, Pickles, you are joshing," came the reply.

"No, no, Dickey; honor bright."

"The Palisades are haunted, Pickles."

Pickles felt a chill creep down his spine at this and thought of his cozy bed waiting for him in the barn. But feeling his courage return with the thought of the reward, he said:

"I don't care for ghosts when there's \$1,000 in it."

"Well, Pickles, I'll call the sheriff and tell him, but I won't promise how much stock he'll take in what you say."

"Please do so, Dickey. I'm going now."

"g. b."

Pickles replied by using the same letters to signify good-bye and closed the key. Creeping out of the little window he started across the bridge and retraced his footsteps of the early evening. He soon found himself where he had sat down to rest and where the thought first suggested itself that the robbers of the express and those who robbed his mother's spring house were the same. Carefully he picked his way after this point was passed. It was near midnight when he reached a point near that where he had met the stranger who paid him so liberally for food. Carefully he wormed his way like a serpent here and there, listening intently at times for some noise to betray their presence. He was about to retrace his steps and take another direction when the faint flicker of a light caught his eye, then it went into darkness again.

"That looked as if some one lit a match," whispered Pickles, under his breath. "I'll just investigate."

Crawling around in a circuitous route Pickles came upon a depression in the rocks carefully concealed by a natural growth of shrubbery, and situated so as to command a view of approach from every direction. He looked across the shallow basin and peered into the darkness where he had seen the flicker of light that had guided him to

this spot. While watching he caught the features of a face lit up by the light of the fire from the bowl of a pipe that the man was smoking.

"He's keeping watch," whispered Pickles to himself. "Another sign that they are not honest men, for there's no use of keeping watch here in this country."

Then Pickles looked long and intently into the basin. He began to distinguish the forms of several men as they lay apparently asleep upon the ground.

"One, two, three, four; and one watcher makes five. Gee! that can't be all of them. Harry said that there was a hundred. Oh, well, if there is any more they hain't here. I've got 'em spotted and can get 'em surrounded pretty quick, if Dickey told the sheriff."

Just then one of the sleepers aroused himself and proceeded to fill his pipe. Pickles had opportunity to justify his count, and as he was about to retire he saw the smoker arise and approach the man on watch.

"Did you think you was a-goin' to ketch me asleep?" said a voice that Pickles recognized as the man who had given him the money.

"It stands us in hand to keep awake after the reward that is out on our heads. We've got the money to live in luxury the rest of our days and we can't afford to lose any chances to enjoy it. There's a cool two thousand apiece hid under that rock over there and if we should get the d—d detectives down on 's it will be a fight to the end, and the man who lives to enjoy it will have my share if I die."

Pickles cared to hear no more. Carefully backing up he wormed his way, little by little, from the spot. He remembered the place as one he had visited during his rambles in the woods and felt assured that he could lead the officers to the spot. His progress back was much more rapid than his progress going, and as he neared his destination—the shanty across the bridge—he broke into a run, so anxious was he to report his discovery. At last reaching the shanty he hurriedly opened the window and slid into the office, pausing a moment to gain breath and quiet his hands, he called: "XD; JG."

"I, I," came the answer like a flash, indicating that Dickey was at his post waiting for a report.

"Copy: H-a-v-e r-o-b-b-e-r-s h-e-r-e. S-e-n-d h-e-l-p. Pickles."

Pickles felt his head grow dizzy and a sickening sensation come over him. He threw himself upon the little shelf that served as a table and then his senses floated away. Excitement and over-exertion had been too much for him to bear.

Away up on the hillside ten sturdy, determined men had boarded a handcar and were moving down the hill. The superintendent had been notified and was also waiting for Pickles to report. He had caused every train due over that part of the track to be held until the handcar had been safely reported at the bridge. Pickles did not hear the repeated calls that the superintendent and dispatcher were sending, and their negligence in not sending a man to the bridge was felt by every one in the office when it was learned that the handcar had gone.

As the handcar floated down the hill not a word was spoken. All appeared to understand that there was a hazardous duty and each one was engaged with his own thoughts. At last they arrived at the bridge. Seeing no one the sheriff walked around to the side of the little window and peered within.

"Here, boy, what does your message mean?" he said, recognizing Pickles lying upon the table. "I guess something is wrong with the boy. Break the door down!"

"I can open that door, I guess," said a well-knit man, whom we recognize as the stranger who had approached Pickles when he was talking over the situation of the robbery the day before.

With apparently little effort the lock yielded to his efforts. Carrying Pickles outside he soon discovered his identity and at once surmised that he had fainted. Restoratives at hand were applied and they were rewarded by seeing Pickles open his eyes.

"Hello, Pickles! Do you know me? I am the gentleman you met at the store yesterday. I did not think then that you would be the lucky man to win this reward.

Let us congratulate you. Do you feel able to take us to the place?"

"Who are you?" said Pickles, sitting up.

"I am a United States marshal—John Matlock is my name."

"Well, I'm awful glad, sir, for I've got 'em located and I'm all right for another trip. I guess I was pretty tired, for I ran nearly all the way back. Guess I'd better tell Dickey you are here," he said, opening the key and calling "XD." The call was answered by the dispatcher who had been waiting for Pickles to ask that he report the arrival of the handcar.

"Good luck to you, Pickles," came the answer, followed by the usual "g. b."

The party took up line of march under Pickles' direction, and after an hour's walk they found themselves in the vicinity of the basin.

"Now, Pickles I have a plan in mind to surprise these men. I want you to perform the dangerous duty of placing the men around this basin you speak of so that we will give no alarm until I am ready. Will you do this?"

"Yes, sir," answered Pickles, without the least hesitation or fear.

John Matlock felt an unspeakable pride in the little hero who was so willing to assume so great a risk, and said:

"Pickles, I admire your nerve, and the men here admire it, too. Now, sheriff, I shall capture the man on watch," said Matlock, turning to that officer. "You will all be in position to rush in at the same time. Don't let one of them escape. Remember the signal."

By a short, circuitous route Pickles led each one to a position approximately the same distance from the basin. When all had been placed he was about to lead Matlock to the spot where the watch was supposed to have dropped off to sleep. They were within fifty feet of this spot and crawling along with the utmost care when they were startled by a flash and the report of a rifle, followed by a yell that awakened every sleeper and brought him to his feet. Matlock saw that his plans for a complete surprise were now past, and immediately gave the signal agreed upon. There was a sound of dull thuds and the fall of bodies, mingled with shots and oaths for several

minutes. The sound of scuffling and belabored breathing came to Pickles' ears that convinced him that Matlock was having no easy time.

"Gee whiz! I can't lie here and listen to all this without seeing what I can do for him. Here goes."

As Pickles bounded down into the basin there rolled down from another point two men struggling for mastery over the other. Pickles recognized them at once. Seizing a weapon that lay at his feet he hesitated an instant to determine whether Matlock was the one underneath or on top. Matlock was underneath and being fast choked to death by the giant, whose fingers had the power of a vise. Pickles brought the rifle stock down with a force sufficient to fell a bullock and the next instant the burly antagonist rolled over. Matlock arose slowly to his knees, then produced a pair of handcuffs and secured his prisoner. At this instant a cheer went up from the sheriff.

"Strike a light, boys; let's see what we have here."

As the first rays of light fell upon the scene a shudder went through every one present. The sod was torn up here and there, showing the terrible conflict that had taken place and the wet stains that glistened under the rays of light showed that the grass was bathed in blood. Five silent bodies lay here and there; three proved to be of the sheriff's party and two of the robbers'. There was none but bore wounds more or less serious, even to Matlock, whose throat was terribly lacerated, and who had not as yet been able to articulate a word.

As day broke upon the scene such attention was given the injuries of the robbers as could be given. The man who had acted as watch was apparently the leading spirit and was the one whom Pickles had heard admonishing the watch of the earlier part of the night to refrain from sleep. When he saw Pickles he raved.

"You little skunk! I had a bead on you once, and I see now where I made a fool of myself. If I ever get out of this scrape I'll fix you so that you don't lead any more detectives."

"I thought I'd come along and ask you what you would like to have for breakfast."

"Go to —!" he said, with an oath.

Search among the rocks revealed the place where the money had been concealed and all was recovered except an insignificant amount. When the party was ready to return Pickles suggested:

"Say, Mr. Matlock, shan't I run down and have dad hitch up and drive around the Glenns road and take you folks to town?"

Matlock had just began to articulate with great difficulty. The pain that his throat gave him was intense and for a while he was fearful of having lost his voice.

"Yes—please—do—that—will—you," he whispered.

"It isn't far to the road—about quarter of a mile down the Glenns. Good-bye, I'm going now."

When Pickles arrived at his home his parents were just about to sit down to breakfast. Mr. Henry had been out to the barn and discovered the unoccupied bed on the barn floor, but did not think much of Pickles' absence until the hour for breakfast arrived, and then both felt that something must have happened Pickles. Mr. Henry had agreed that he would institute a search immediately after breakfast, and as they sat down to their meal each looked at the other, and for the first time they realized how dear he was to them and tears filled their eyes.

"You don't suppose he has run away, do you, John?"

"No; Pickles wouldn't do that."

At that moment they looked up and saw him coming down the path through the orchard. Neither had time to speak until Pickles bolted into the house.

"Dad, we've caught the express robbers! Hitch up the light wagon quick. Mother, send some bandages along, 'cause the men what ain't dead are bleeding pretty fast. The sheriff has a bullet hole through his arm and another man is cut awfully bad with a knife. Put in a couple of quilts, too. Might send some——"

"Pickles, are you crazy? What do you mean, anyhow?" said Mrs. Henry. "How did you find this out? Where have you been?"

Both had arisen from the table upon Pickles' hurried entrance, for they saw that

his pale face and gaunt appearance indicated that something had happened.

Pickles then related his night's experience hurriedly, and at the same time urged his parents to hurry, as the men needed help. After his explanation no word of Pickles' was necessary to stir the good people in their efforts to lend assistance. Mrs. Henry placed several things in the wagon not mentioned by Pickles, among which was some of her good coffee, steaming hot.

"That will keep hot till it gets there," she said. "I have an idee that some good strong coffee will go pretty good to them."

Mr. Henry lost but little time in reaching the Glenns, and when he reached the sheriff's posse he saw that Pickles had not given the worst description of the scene by any means. The sheriff himself had relapsed into unconsciousness, and several others were on the verge of it when Pickles asked them if they would like to have some good coffee. The coffee was partaken of with a relish, after which such attention was given to the wounded as was possible. Then followed the loading of the dead and wounded.

"Good-bye, Mr. Matlock. I'm going to wire Dickey to have doctors at the depot when you get to Montrose—that's the closest town, you know, and they have the best doctors there."

John Matlock simply nodded his head and grasped Pickles by the hand.

Nothing of importance occurred during Pickles' return trip. His feet flew along, and in a comparatively short time he had traversed the distance between the Glenns and the little office beyond the bridge.

He noted that the door was ajar, and as he entered he heard the little relay ticking merrily away. When it had completed the message that was being sent Pickles opened the key and called:

"XD, XD, XD; JG."

"I, I; XD," came the answer.

"Dickey there?"

"Yes—here's Dickey."

"Robbers captured. Three of sheriff's posse killed. Two of robbers. All hurt; some seriously. Get doctors ready to meet wagon coming by Glenns road."

"O. k," came the response. Then after a silence of several minutes Pickles heard his call. Answering up he heard:

"Were you in the fight, Pickles—are you hurt, too?"

"I saw it all and got in one good whack on a fellow's head."

"Bully for you, old fellow. They say here that you'll get the \$1,000, and besides that you have made yourself famous."

"I never thought of the \$1,000 all night, except once, and that was when you was chaffing me about ghosts. Must br'kfst now; g. b."

It was just after supper that an engine and coach were seen coming down the hill, and as they approached a point opposite the home of Mr. Henry they came to a stop. Several gentlemen alighted and came through the gate and up the path leading to Mr. Henry's home.

"Excuse me, sir," one said, addressing Mr. Henry. "Is this the home of a young hero known as Pickles?"

"It is."

"You are his father, I presume?"

"I am all the father he has so far as I know. I took him out of the wreck down yonder at the ravine about thirteen years ago, and as no one came to claim him I adopted him as my son."

"Well, sir, you have a brave lad, and we have come to present him two checks of \$500 each for his meritorious work of last night. What name shall we engross upon the check?"

At that moment Pickles came to the door. Mr. Henry introduced him to the gentlemen as Pickles. Each of them grasped him by the hand and praised his bravery.

"My name is George F. Hawley; I represent the express company and we have come to present you a check of \$500 for your skill in ferreting out the robbers who held us up night before last. To whom shall we make the check payable?"

"To John Henry," said Pickles.

"My name is Samuel T. Rockford. I am general manager of this line. I also have a check for a similar amount. What name shall I insert as payee?"

"The same as on the other. I owe dad more than that, and it wouldn't half pay

mother for all her kindness to me. Thank you, sir."

"Pickles, here is a bit of cardboard, upon which I have engrossed the name 'Pickles.' It will carry you over our lines during the remainder of the year. You will send it to our office each succeeding year of your life and we will take pleasure in renewing it. I want you to come to see me sometimes, and if you ever have any wish to enter railway service come to me."

As Pickles shook hands with the gentlemen he longed to tell them that he would like to become an accomplished operator and have an office that he could call his own. As he waved them farewell he determined to call upon the general manager at the first opportunity and solicit his aid in securing a position like Dickey's.

The harvest season was drawing to a close, when one evening there alighted from a carriage a gentleman whom Pickles recognized at once as John Matlock. He had often wondered what became of the wiry marshal whom he had saved from the giant's grip, and often found his thoughts dwelling upon him in a spirit of admiration. The searching black eyes had a magnetism about them that left an impression upon Pickles' mind. Now that he was again to meet him he felt that his visit was one intended in his honor and he bounded down the path and said:

"I am awful glad to see you, Mr. Matlock. Shall I put your horse away? You'll stay with me awhile, won't you?"

"Don't take the harness off, Pickles; just give him a little water. Still, if you wish, you can take off the bridle and put a halter on him and leave him eat a little. I must go back again to-night, as I have orders to go to St. Louis at once."

"All right, sir; this is my father, John Henry, Mr. Matlock; and this is my mother."

Pickles left them shaking hands and talking over the events that had led to the acquaintance of Pickles. When he returned, Mr. Matlock said:

"Pickles, I wish you will show me the articles you have that were upon your person when you were found in the wreck. I have been looking over an old note book of mine and find inscribed therein a memo-

rauda that I believe will interest you. I have another memoranda that appears to dovetail into the first in such a way that leads me to believe that the two lead to the same person—yourself.”

Mrs. Henry went upstairs and produced a little box securely tied with a faded ribbon.

“This box has all the things that he wore on that night. Here are his shoes! here are his stockings and his little dresses and skirts. Here is a little ring with a bangle and on it the letters F. R. Here’s how we came to name him Pickles,” said Mrs. Henry, lifting a neatly embroidered piece of linen and pointing to the dim outlines of a word that had a faint resemblance to that word.

Matlock seized the garment and fastened his eyes upon the name.

“I will have to use a glass,” he said, simply.

Bringing a powerful glass to bear upon the fabric, he again examined it.

“The name is R—u—c—k—l—e—s,” said Matlock, spelling each letter. “I made a note of the circumstances surrounding the wreck at the time, as I always do. I find a notation among others that John Henry rescued a male infant and was advertising for relatives. I dropped all thought of the matter after that and filed this note book away. I was serving as claim agent for this company at the time of the disaster at this bridge. In looking over the notes made at that time I find a list of passengers’ names with their addresses, so far as I was able to obtain them at that time and which I have since completed from the records of the office.

“For the past week I have been following every clew possible with the determination of learning what passengers were the parents of the boy known as Pickles. I had also a list of the names of the dead and injured. Among the injured I found a man who had a recollection of seeing a baby in the arms of a lady who occupied the same sleeper as himself, and who, he assured me, were Mr. and Mrs. R. D. Ruckles from Portland. I asked Mr. Rockford if he had any knowledge of a baby in the family of Mr. Ruckles, but he said he had none. I then wired the agency at Portland to ascer-

tain from the record of births if there had been registered a birth in the family of R. D. Ruckles any time during the years of 1886 or ’87. Here is his reply,” said Mr. Matlock, producing the message:

“Mr. and Mrs. Robert Dane Ruckles, on March 20, 1887, male infant. Chas. T. Hosmer, attending physician. Signed: Fisher.”

“This completes the evidence to my mind,” said Matlock, laying his hand upon Pickles’ head, “that you are the son of R. D. Ruckles, who was killed in the wreck thirteen years ago. Now one other bit of evidence and I have done. I received to-day a letter from my friend Fisher, who has made further inquiry in the case, and he advises me that upon the records of the St. Paul Church he finds engrossed the record of the baptismal and christening ceremony of the male infant of R. D. Ruckles, and I have now the pleasure of pronouncing for the first time within your recollection, your name, my boy.”

“It is—Frederick Mayon Ruckles. And now, Fred, let me congratulate you on having a name that you can call your own.”

There was a silence for some seconds, then Fred spoke:

“Did you ever find out who my parents were going to visit?”

“Yes. Your mother was a sister of Mr. Rockford.”

“Then the general manager is my uncle.”

“Exactly. And a nobler man never lived; he has expressed himself as determined to look after that boy Pickles, but I think when he learns that the little hero in which he is so interested is his only sister’s son he will be inclined to do much more.”

“I don’t know whether to be glad or not. I love dad and mother with my whole heart, and I shall always love them,” he said, putting his arms around her neck and kissing her. “I know I shall like my uncle, too, for he was very kind to me, but now that I have been so fortunate in finding who I am, how can I repay you for your trouble, Mr. Matlock?”

“Fred, you don’t owe me anything. I am your debtor. Had it not been for your pluck that burly brute would have had my life chocked out in less than a minute more. We’ll say no more about that now. Tomorrow you may expect your uncle to call

upon you again and I would advise that you follow his counsel, for he will be able to surround you with better advantages than Mr. Henry. Don't you think this a wise move, sir?" he said, turning to him.

It was agreed that it was for the best that Fred should secure those advantages that would open to him with his entrance to his uncle's home, and they were not mistaken, for on the following day Mr. Rockford came, and after a delightful visit and a country dinner that he greatly enjoyed, they went away, Fred promising to run down home often.

* * * *

Fred writes home from college that he has sure hopes of carrying first honors, and at the same time asks permission to strive for second honors as well, for he says, "Myrtle has been a close second in all my studies and I would like your consent to our union so soon as I shall attain my majority.—By *W. D. Anderson in the Railway Conductor*.

LINE SWERVED BY A GRAVE.

THE engineer who lays out a railroad dislikes to move a stake when it has once been driven.

Once, when the present chief engineer of a Western railroad was locating a line in Missouri, he was asked to change the stakes and refused. After the stakes had been set, a young, unshaven man appeared and asked that the road be "moved over a bit."

"The road can not be changed," promptly returned the engineer; "this is the best place for it."

The man went into a house, got a rifle, came out and pulled up the stakes. The indignant engineer started toward him, but was intercepted by an elderly woman.

"Can't you move your road over a little piece, mister?" she asked.

"I don't see why I should," responded the engineer. "My business is to locate the line, and you can call on the company for damages. What does that young blackguard mean sitting there on a stump with a gun?" he angrily demanded.

"That's Nip, he ain't no blackguard. That's Nip, my son."

"Well, I'll nip him if he gets funny."

"Oh, no, you won't. I ain't afraid of that," said the woman. "What came over me when I seen you starting for Nip was that p'raps you had a mother, and how bad she'd feel to have you come home that way."

"What way?"

"Well, if you persist in driving them stakes there you'll go home dead."

"Look here, do you think I'm to be bluffed by that ruffian?"

"Nip ain't no ruffian," said the woman. "You see, we've always lived here—Nip was born here—an' when the guerrillas come and called out paw an' shot him we buried him jist where he fell, an' we've always kept it as a reservation, an' Nip, he's determined you sha'n't disturb it, that's all."

"Then you don't object to the railroad?"

"Lord o' Mercy, no! We want the road, but we don't want you to disturb paw's grave."

"Come," said the engineer, "let's go and see Nip."

When they had come up to the stump the big engineer held out his hand. Nip took it, but kept his eyes on the stranger.

"Here it is," said the woman, touching a low stone lightly with her foot.

"I see," said the engineer. "We can miss that easily enough."

He moved a mile of road. From that day forward until the road was finished, and long after, the widow's home was the stopping place for the engineer.



Woman's World

WHY THINKING WOMEN WANT TO VOTE.

“IT is said by the anti-suffragists that woman's duty is home. I would like to ask, is it not also woman's duty to protect that home? And where is a better protection than the ballot? From the beginning of our country, man has told us that the individual needed the ballot for his own protection, but now when our women ask for it, they are told they do not need it. Then, is not woman, as well as man, an individual? It is no longer the weak, pale lily of mediæval romance that is the ideal of womanhood, but—and this is conceded by all—the living, thinking, companionable woman, who is a well-equipped helpmate in all life activities.”

I quote the above from a recent article by one of our brilliant Western women, because she voiced my own views in stronger, clearer, more forcible language than I am capable of doing. But to come to the point without dodging or argument, I believe it is woman's duty to vote, *if she has that privilege and wants to vote*; and she ought to want to, if she has the privilege and right; and she *ought* to have the privilege and right and desire, if she is an intelligent, deep-thinking, unbiased, progressive woman, or, rather, individual.

Many men think that because woman is seeking and demanding franchise she is seeking supremacy. Brothers, she is not seeking supremacy, but *equality*. “When we are equal here, as we are equal now in the eyes of the Creator; when we live up to the noble instincts which no man or woman is without; when there is no oppression, no fighting for supremacy, then, and not till then, will it be as God ordained.”

And as another student of the question put it: “It is simply the natural instinct of *self-preservation*, which *compels* woman to

seek the voting privilege. She pays half the taxes, it is her right that she should voice her opinions regarding those taxes. Five hundred million dollars' worth of property is owned by women alone in New York; this property is taxed.

“Now, tell me who is base enough to assert that taxation with no representation is not tyranny?”

I would add to this question: How could any man who fought against taxation without representation, or how can any man who fought and voted for the black man's freedom and franchise, be base enough to fight and vote against woman's freedom and franchise? American women! Women of free, independent America! The women of his own land, the women of his own choice, the women of his own hearth! How can he, who was so large in his sympathy and love for the black slaves, be so narrow, unfeeling and unprincipled as to vote to restrict the right and freedom of white women, vote to keep white slaves in free America, slaves to a man-made custom and prejudice? Most women of this twentieth century can not reconcile themselves to such a two-faced, one-sided, double-charactered specie of man and continue to respect him and call him “Lord and Master” as in times past.

Is there to be a limit to progression, to higher education for woman and not for man? And must that limit be drawn at politics? We believe not! woman's sphere is *wherever* her duty calls, be it in the home or in public life. And this duty is determined by the need, the demand, the conditions of society, its surroundings, its environments, and if ever society needed and demands woman's aid, it is to-day.

What are the causes of the conditions of to-day? Our republic was founded upon good democratic principles; our first office-

holders were good, moral men seeking the betterment, the growth, the uplifting of civilization. True—but as we too well know, as time passed on, the original intent was forgotten and lost by corrupt laws, caused by putting into power men of corrupt principles, avaricious, office-seeking, money-scheming, whiskey-drinking, soul-selling men.

What is your only redemption? Just as sure as woman from the day of Adam has been man's reformation, the go-between, the unexpected bomb to route the enemy, the peace-maker, just so sure is she to be the go-between, the bomb, the peace-maker, the antidote, the redemption of this twentieth century condition.

Now, let us consider some of the *excuses* offered by our opponents, and perhaps if we can not entirely overwhelm them we may be able to equalize them, on their own basis.

The strongest argument brought to bear upon and intimidate good women, I believe, is the argument that "dissolute women" will have and take advantage of the polling privilege; therefore, all self-respecting women in order to avoid contamination will relinquish their right to vote and stay away from the polls—poor things—if they are so narrow-minded and susceptible as that—they ought to be disfranchised! Selah! Do not *dissolute men* vote? And on the other hand do not some of our goody goody men forfeit their right to vote simply because wickedness, injustice, party pull, bribery, reigns and wins, and they consider their vote as good as lost before cast? We have no patience with men who offer such a flimsy excuse. Be a man. Vote and vote for the right whether with the minority or not. In time right will triumph.

Going back to the argument, we have little to fear, for as a rule "dissolute women" do not seek to parade their failings, especially before other women. I wish we could say as much for "dissolute men." If men more accountable and more sinful than they can run at large (associate with your wives and daughters, too,) without contaminating good men; if they can elbow our fathers and husbands at the polls, then what have we (who are more jealous of our good name than any man) to fear? Evil women

are ostracized; evil men should be, but are not, and it's already a case of 16 to 1, sixteen evil men to one evil woman in every town. If such men were ostracized and disfranchised, as they should be, the polling in some precincts would be appallingly slim. However, the bugbear subject, "Woman's Rights," would be an unimportant issue. The right would still be ours, as it always has been, but the state of society would not require us to demand or enforce that right.

Another charge against the woman voter is that her ballot will be exactly like her husband's or father's. Do we look as meek and submissive as all that? If we do, we belie our looks. But for the sake of argument we will grant that a few women will let their men folks govern their vote. Will that be any worse than many men do and have done all their voting life? Men who vote as their employer or "boss" dictates; men who work for corporations and vote that corporation's party ticket, or as that corporation demands; men who sell their free will, their manhood, for the sake of position, or worse still, men who sell their vote for a drink of whiskey; men who say "my party—right or wrong!"

Could or would woman ever fall so low? Never, we are not weak in self-will or pride and besides we do not value our privileges lightly. I think that we can safely assure you that the women who will be careless and indifferent of her voting privilege will be few, very few, because when this privilege comes to her it will have come of slow and gradual growth and will be treated by most women more seriously than though it had been thrust upon her suddenly, unexpectedly, unsought. Some will, however, tell us that if women do not vote as their husbands do, there will be trouble in camp for them—dissension, etc., because their political views do not harmonize. If there are happy homes (and there are many) where there is a difference in religious views, why can there not also be happy homes where there is a difference in political views? It is possible and has been demonstrated as possible where both husband and wife have sufficient common-sense, consideration and tact, and if they have not these they have no business to be married at all,

and, debarring politics, would not nor could not live happily together.

Again it is argued that "the voting privilege will coarsen our women." This charge was neatly and truthfully answered by a staunch supporter of woman suffrage: "There will be no coarseness developed in the voter at the polls that was not in the voter before." Men of high and low standing laud a woman that will, with a shotgun, protect her home against robbers; she is bold, brave and fearless, and there is nothing degrading in that. "Is she who wishes to protect her home with the ballot any less fearless, any less heroic?" Moreover, it is a reflection on our men to have to acknowledge that they will tolerate a law that grants franchise to *all* who have met the requirements of the civil law, *except* woman, and furthermore add insult to injury by cataloging her with idiots and Chinamen. Shame to all men that willingly submit and allow the law to compare his mother's intelligence to that of an idiot's or Chinaman's! Law is just and good, but just and good law is better.

As the last straw to break the camel's back, anti-suffragists will say, "Woman Suffrage will destroy the home." Nonsense! "We all concede the beauty of home life and advanced thinkers are firm advocates of marriage—marriage in all the true and noble sense of the word—a union which makes the word wife, companion, not appendage."

Thus we see that woman suffrage will not destroy, but upbuild; will not narrow, but broaden; will not mar, but beautify; will not disrupt, but harmonize the home.

Why do thinking women wish to vote? Because she insists upon being recognized as man's partner—not his property. Because she desires to be not merely the mother of her children, but their instructor, guide and companion, and who better than a mother can teach her sons and daughters holy patriotism?

Because by nature she is equally as patriotic as man.

Because by intuition she is more susceptible to good, more of an enemy to evil; therefore, a better, stronger, more desirable factor, a stronger advocate than man for social purity.

Because she wishes to be in full all that God intended her to be—not man's *superior*, but his *equal*.

Because she justly demands ownership of her just inheritance—freedom and equality.

Now, sisters, when this privilege is ours in truth—and it will be some day—let us use common sense and judgment, voting, not for the man because he has blue eyes and curly brown hair, nor because he is a friend or a friend's relative, not because he is our "ideal" personally or is fascinating and silvery speeched, but because of the principles he represents. Not for party, but rather the best issues of that party. The day of being a Democrat or a Republican because your ancestors were, is past. Because a man follows up the best and votes one year the Republican, the next the Democratic, or *vice versa*, he is no longer a "turn coat," but an honest, sincere man seeking the best for the betterment of all. So much for progress, and although we have stood in line a long time "all things come to him who waits," and we are "next."

In the meantime "possess your soul with patience," and "study to show thyself approved unto God, a workman that needeth not to be ashamed, rightly divining the word of truth."

L. K. W.

WOMEN IN LABOR MOVEMENT.

THE wives, daughters, sisters and sweethearts of trades unionists in this city are to organize and by systematic effort help their brothers to win the battles of labor.

Mrs. A. M. Livingston, president of the New York branch of the American Federation of Women, in an address to the Central Federated Union, roused the delegates in that body to enthusiastic approval of the federation's plan to enlist the active support of the "women folks" in workingmen's families toward the ends that organized labor has in view.

"It is the women who can win your battles for you," exclaimed Mrs. Livingston, "if only they are shown how to do the work."

Then she explained the various ways in which the fair sex as missionaries and advocates of unionism, and especially as buy-

ers for the household, can wield a powerful influence in building up the organizations that secure good wages for the men and in patronizing merchants who recognize and show their friendship for the labor movement.—*New York Journal*.

LILIAN WHITING ON WOMAN SUFFRAGE IN COLORADO.

IT would hardly seem possible for any person of ordinary intelligence to visit Colorado without becoming convinced of the value of woman suffrage to society and to the State. However one's previous convictions might have differed from this conclusion, it is one that must almost inevitably be forced upon the ordinarily intelligent perception, when brought face to face with the great object-lesson of its working demonstration. For myself, I required no conversion, it is true; but my belief is no longer faith alone, but sight as well. Even

the enthusiastic advocate of the political enfranchisement of women is aroused to new energy in the vistas of larger life and finer social results that reveal themselves as the result of this higher step in progress in the Centennial State.

The fact that women are voters changes the entire structure of society to a degree that is surprising, even to those who have theoretically believed in this same result. It is all we had believed, and even more so. Whatever special interest women have at heart, whether the building of a club house, the extension and higher development of the schools, or the improvement of any municipal matter, their effort is perforce taken seriously, and not regarded as a matter of amusement. The result is that the woman takes her place in the affairs of life as a rational and responsible human being; and that social matters and conversational interchange are infinitely more interesting and significant.



Poetical

Reflections on the Past.

When on the farm a jovial lad,
Some eighteen summers old,
Many scraps had I with dad,
And made this statement bold:

"I'm tired of working on the farm
From morning until night;
In telegraphing there's no harm,
The work, too, it's so light."

But my old folks both made a kick
Against me leaving home.
Said I was now the only chick
And should not care to roam.

But listen I would not to them,
For I was bound to go
And be an O. R. T. man when
I could make lots of dough.

Next came trouble to my course,
To find an office to begin,
For not a man would teach me "Morse"
Till George Hoover took me in.

I studied hard for near a year,
Miles I tramped through snow and rain,
Down to the shack "SJ" so dear,
To clean the lamps, report the trains.

At last there came a happy day,
I never shall forget.
Up for exam. I went my way,
And came back up on deck.

I started out upon the line
My fortune for to win,
And though I worked hard all the time,
I could not save the tin.

I plodded on for three years, nights,
All up and down the line,
Until one night, at Ridgetown bright,
A freight pulled out ahead of time.

An order for to hold this train
Upon the siding fast,
With Kepple, Hastings and Charlie Crane,
Who did me up at last.

We all went "down to see a Knight,"
They called him J. B. M.,
To straighten out as best we might
The fix that we were in.

We all lined up in trembling mood
To think of what to say,
When J. B. M. rose up and stood
Like a lion for his prey.

He cursed us all about the room,
Until we wished we were never born,
When, looking up, I pretty soon
Discovered he wore hoofs and horns.

And then there came an awful dread,
A threat upon us lay,
That never more should we have bread,
If we lived till the Judgment Day.

But the M. C. R., I soon did see,
Was not the only pike,
For everywhere with the O. R. T.
A job was sure in sight.

I've worked up on the C. P. R.,
And down the old C. A.,
With many rides in a box car
And sometimes a buffet.

While working on the Wabash
I answered all their calls,
Where I could sit and hear the splash
Of the great Niagara Falls.

Wandering on from here to there,
To seek more compensation,
Have often had to settle where
There was no recreation.

But here I have a little bird,
She is my sweet coquette,
And to leave would be absurd,
On the Flint and Pere Marquette.

—Hobo.

Back Again.

It does me good once more to be
On this old pike, the dear "LV,"
Jerking lightning the live-long night,
Except, of course, when I turn down the light.

From old "BM" up to "SA"
The dear old chums seem to have gone away,
And a new set of men are at each key.
Each seems as happy as happy can be.

Still, I often long to hear some one
Of the old-time boys, when this road was run
As a one-horse pike, where the jobs were good,
And we slept all night, as the operator should.

When you could sleep all night and sport all day,
And with a clear conscience go draw your pay,
Get your plunder and go for a lark,
Never show up till after dark.

But a war took place in '93—
Scattered the boys on the old "LV"
From Jersey City to Buffalo;
They left their keys and away did go.

As on the soft side of a board I recline,
Methinks I hear a familiar sign
Of some old friend I used to know,
And off that board with a jump I go.

Say, are you the fellow that used to be
Working there before '93?
"Naw, I'm a new man, didn't come far."
He is one of those "hams" from the P. & R.

And so it goes, the same old tale—
A new man there, with his dinner pail,
The old man gone, and his place is filled,
Perhaps by death his voice is stilled.

Here I am, banging a key once more
In a great big office—say, it's two by four—
Jerking lightning like I used to do—
When I think of those times I feel quite blue.

I long once more to grab a key
And strike some fellow on the old "LV"
That I used to know in the long ago,
When this old pike was considered slow.

Now, it's work and work and work all night,
Nary a chance to turn down the light;
Time your trains, throw your switches
And keep the trains out of the ditches.

If any of you old fellows from off "LV"
Should by my sign remember me,
Just drop me a line and let me know
How with you now the world does go.

And now, Mr. Editor, here's my lament,
You've heard it and I'll rest content;
As I sit alone and bang the key
I give to all my "73."

—"SN" FROM "OX."

A Song of Labor.

O brethren bent with labor, O sisters worn with
toil,
Long have ye sown the harvest fields and others
reaped the spoil!
You groan and slave for fool and knave, but
brighter days are dawning;
Above the hills the sun bursts up and floods the
sky with morning.

On you the primal curse was laid, on you the
first decree;
But hark! A mighty voice awakes and chants
of things to be.
A grander scope, a wider hope, is opening out
before you;
A freer sky, a sunnier heaven, will soon be bend-
ing o'er you.
Oh, wake, wake, wake!
The future beckons bright!
The long, dark night is sweeping past,
And the morning shall be light.

Oh, heavy is the burden your shoulders long have
borne;
Oh, weary are the ways you tread and sharp your
crown of thorn;
You march along, forlorn of song, with sob of
stifled weeping.
And happier seem the quiet dead, who, after work,
are sleeping.
But still for you the future waits, for you the
sunrise glows,
For you, at last, the wilderness shall blossom like
the rose.
In days to be you shall be free, and neighbor with
his neighbor,
And friend with friend, shall celebrate emancipated
labor!
Oh, wake, wake, wake!
The future beckons bright!
The long, dark night is sweeping past,
And the morning shall be light.

—"The Marquis of Carabas," by AARON WATSON.

Hard to Find.

Wanted, a man with a scribbler's paw
To write a few words of rhyme
Without telling jokes of mother-in-law
Or riddles as old as Time.

Wanted, a rhyme that's clever and bright,
One full of vim and smack,
Not about pa lugging baby all night,
Or that same old carpet tack.
Not about Casey, the officer fine,
Or Bridget, the big Irish cook;
But one with "Step lively, please,"
And here come, "Have a look."

Not about water they put in the milk,
Or any old thing like that;
Not about "hubby" and milliner bills,
Or the size of his wife's new hat.

Wanted—a man with a brand-new lay,
One that's not always a bore;
Who runs off a joke and not have us say,
"It's good, but I've heard it before."
—*Buffalo Times.*

FACE-TIOUS

Light Refreshments.

Missionary—I hope I shall do you good.

Cannibal—I guess you will; I've had my lunch, but you're just in time for my wife's 5 o'clock tea.—*Town Topics*.

Humor.

Delbette—You are the only girl I have ever loved.

Miss Haddum—I don't believe you!

Delbette—That's funny! All the rest of 'em did.

Probably.

Willie—Pa, what are false eyes made of?

Pa—Glass.

Willie—But what kind of glass?

Pa—Oh—er—looking glass, I suppose. Now, run off to bed.—*Philadelphia Press*.

Taken On.

Hoax—Funny! Did you ever notice it?

Joax—Notice what!

“Why, in the beginning of the world a rib became a woman, and now it's ribbons that become a woman.”—*Philadelphia Record*.

Mixed Up.

“Your new dog seems to sleep in the daytime in order to bark all night.”

“Yes, I guess he's a Chinese dog.”

“A Chinese dog?”

“Yes. Of course, you know that when it is day in China it's night here.”

Never Known to Fail.

Wiggles—I know just what to take for seasickness.

Waggles (eagerly)—Do you? What is it?

Wiggles—An ocean steamer.—*Stray Stories*.

Good Motto.

“What was the name of that station we just passed?” asked the fidgety, inquisitive passenger for the third time within ten minutes.

“I don't know, sir,” replied the passenger who was trying to read. “I believe in letting bygones be bygones.”

Making a Strong Impression.

“Now, ma, you know I am anxious to make an impression on those New York people. Bring me the coal oil can. I want to perfume my clothes.”

“With coal oil! Mercy, child, what do you mean?”

“Why, I want 'em to think we own an automobile.”—*Cleveland Plain Dealer*.

An Angel.

“Mamma,” asked little Nellie, “what is an angel?”

“An angel? Well, an angel is a beautiful young girl that flies.”

“But, mamma, why does papa always call my nurse an angel?”

“Hum,” responded the mother, after a moment of thought. “Your nurse is going to fly immediately.”—*Kansas City Star*.

A “Trunkless” Body.

An explorer, lately returned from his travels, was relating his adventures.

“I peered,” said he, “into the thicket, and there before me lay a trunkless body.”

“Nonsense,” remarked an interfering critic, “who ever heard of a trunkless body?”

“My friend,” replied the traveler, quietly, “the body was that of an elephant.”

He then resumed his story.—*London Globe*.

Depew and Platt.

Chauncey M. Depew used to have in his collection of curiosities a certain telegraphic dispatch which never failed to interest the politicians to whom he showed it. The telegram was sent to Mr. Depew, then president of the New York Central Railroad, by Mr. Platt shortly before the latter's election to a second term in the Senate. It is dated a few stations above Poughkeepsie and reads:

"Please stop the noon express here to take on Mrs. Platt and Me Too."

"I stopped the train gladly," Mr. Depew would say when he exhibited it. "I am always willing to do a favor for a man who turns a joke on himself."

One Passenger Too Many.

A good story is going the rounds of the offices of the Metropolitan Street Railway company concerning the wonderful presence of mind displayed recently by a new conductor on one of the company's trolley cars. This particular car was bowling along up Broadway recently, when it was hailed and boarded by a company inspector.

The official hurriedly counted the passengers in the car and found that there were nine. Then he cast his eye up to the register and found that there had been only eight fares rung up. He disclosed his identity to the new conductor and called attention to the discrepancy.

Slowly and painfully the new hand counted over his passengers and then scanned his register.

"Begorra, an' you're roight, sir," he said, and promptly stopped the car.

"Say," he demanded, addressing the passengers in an authoritative manner, "wan o' youse fellows'll hov to git off the car-r."—*New York Times*.

Question Number Two.

The sexton of a certain country church usually makes the most of an opportunity, and is not above giving what he describes as "a gentle 'int" to the sightseer.

The other afternoon he had conducted a party around the church, and despite the casual dropping of more than one "gentle

'int" it appeared as if the sexton was to go unrewarded.

In the porch the leader of the party paused a moment, thanked the old sexton profusely and wished him "Good afternoon."

"I suppose," he added, "you've been here many years?"

"Forty," replied the old man, "an it's a werry strange thing, as whenever I'm a-showing a party out o' the porch they allus asks me that question, or" (with emphasis) "the other'n"

"Indeed!" smiled the visitor. "And what may the other question be?"

"What I calls question number two," replied the sexton calmly, "is jest this: 'Samiwell, is tips allowed?' And Samiwell allus answers, 'Tips is allowed!'"

"Samiwell" watched the party leave with a lighter heart and a heavier pocket.—*London Ancestry*.

Tapping a Professor by Wire.

Among some intensely amusing college scrapes told by "A Graduate," in the September *Ladies' Home Journal*, is the story of a certain professor, not much liked by his pupils, who was to be married. The lady lived in Cleveland. And the students that loved (?) him were not, of course, invited. But they determined that in some way he should hear from them. And he did. On the day appointed the professor took the train at 10 a. m., due to arrive at Cleveland at 12:30 p. m. About 11 o'clock Jim Townsend rushed to the telegraph office and sent off this dispatch:

"Chief of Police, Cleveland, Ohio: Man coming on Train No. 6, tall, well dressed, frock coat, silk hat, side whiskers. Escaped lunatic. Hold! Shrewd, therefore beware! Strange case. Will say name Finalli. Mistake. Thinks he is professor in a college. Delusion. Escort to home of friends at No. — Euclid avenue."

This message reached its destination long before train No. 6 reached Cleveland, so that when Prof. Finalli alighted it was to walk straight into the custody of three detectives. They would listen to no words of reason, but escorted him out to the house on Euclid avenue, the home of his intended bride.

Our Correspondents

"THE COVETING TENDENCY."

BY JOSE GROS.

WHEN private or public calamities come, it is then that we most especially need to think sober thoughts. Some men may have learned how to do that in their private capacity—not many, we fear—but no nation has yet tried to do the same in the sphere of public life, public utterances and behavior. We all seem to become half crazy when a public calamity comes. Mighty few are able or brave enough to overcome the general tendency of blaming somebody, and not ourselves, from this or that fatal result arising more or less from general misadjustments, from wrong perceptions in social development. And who initiates the crazy spirit of revenge; who forgets all about Christian humility and lofty conceptions just when they are most indispensable? The bulk of those whose lives are or can be most peaceful and so best adapted to healthy development and the self-control of human faculties. It has always been so in all ages. That is one of the most convincing proofs of the poverty of our own progress. We have even heard, from excellent men, to advance the idea that wrong thoughts and acts are justifiable under a public tragedy or some dreadful public affliction, when we know that it could not happen if we all had not made great mistakes as citizens of communities and nation, generation after generation, yesterday and to-day, while inclined to prolong our mistakes for centuries yet! That the right to do wrong under any conceivable conditions should be proclaimed by education, wealth and power, that they should assume the right to inflame the passions of the people when self-control is most necessary! It is sad

and depressing to those who love humanity, and long for a correct and sensible progress. It looks as if the martyrdom of humanity was bound to continue yet for a long while, owing to the mean, sordid views of life of the bulk of our teachers and leaders. In its turn that means that the people need to think for themselves, and must not keep trusting to any set of men simply because they have managed to climb higher up in social position. The people must have their own ideas of fundamental truth. Truth alone should be their guiding star.

We can trace all disasters, misfortunes, etc., to incomplete conceptions of duty, to low ideals of human growth, to distorted perceptions of God's laws, which must necessarily be laws of joy, because adapted to a righteous progress. How could a God of righteousness devise laws compatible with evil, and so adapted to the anarchy, disorder and sinful developments of an unrighteous progress? That idea is subversive of all sound conceptions of God, an insult to the Creator, a glaring absurdity against all logic and sense, against all truth, all morality and lofty ideals. Yet, that idea has been the implied philosophy of most of our choice people everywhere and through all ages, with the direct or indirect inference that calamities and trouble come from God, when they do come from our general and individualized repudiations of God's laws. It follows, then, that as long as men, saints and sinners, stick to any unrighteous progress, the whole ensemble of human life clashes against God's laws of joy, and the antagonistic elements, sorrow, pain, turmoils, etc., take full possession of human relations, social and personal. How can it be otherwise if God is to remain faithful to

the logic of His own creations? That process can only be changed by a reversal of causes, and hence by the establishment of truth in our general relations, in our social compacts, and hence by grasping the idea that truth refuses to be cut off into fragments, and is to be supreme, not in silent or open alliance with evil, as men have always insisted it should be, implicitly, anyhow.

Then, the law of life being a law of growth, evil must grow as long as it is allowed to live by the non-establishment of truth, and we all must suffer—the sinners because sinful, the saints because not good enough to establish the truth, but preferring anything else.

Then, again, all the laws and forces of nature, all the human faculties and most of our natural tendencies are created, organized and co-ordinated for the purpose of making truth easily realizable, provided only that we be taught to endeavor to create the habit of not coveting what we have no right to have, because it belongs to others, and it would not do us any good to get at the expense of anybody else; all that to be applied to every gratification appealing to vanity, pride, etc. We cannot conceive of any possible sin or wrong as soon as we learn to live without that miserable coveting tendency from which all disturbances and absence of joy come, in forms direct or indirect.

The divine plan of life must inevitably be perfect in all ramifications, and along all possible lines of development. We cannot imagine that anything has been left to the subversive element of human whims. Hence, it is the latter that have to be the proximate or remote cause of all social and personal disturbances in human life. There would be no logic or sense in any other conclusion. Then that divine plan of human development must rest on the school principles of teachers and pupils. We can find no conceptions of harmony, order or symmetry in any other device. Therefore, it follows that those who, from time immemorial, have assumed the duty to teach and lead, in civil, political, industrial and religious life, are necessarily the most responsible to God for the non-establishment

of truth at the foundation of social life, since it is those teachers and leaders who have almost always controlled the law-making power of nations. It is that power that creates the atmosphere under which we are all forced to live, at the top or at the bottom, the very bottom and top which condemn the whole paraphernalia of progress, because in flagrant opposition to all natural processes, to all principles of equity, to all conceptions of brotherhood, to all Christ's teachings.

And the chasm between bottom and top has never been as great as to-day, showing the futility of the top of each generation trying to raise the bottom through the mere supposed crown of personal goodness on the part of 5, 10 or 15 per cent in each generation. Billions of such generations, with personal goodness alone, would be unable to establish the truth among men. That truth must be established through social effort, through social goodness in the orbit of —"Law!"

Why is it that our fine people have not yet learned that any more than the lowest of the low? The vanity and nonsense of any goodness, progress, refinement and all that as long as we fling to the dogs the most elementary principles of truth by inviting the coveting tendency through gambling-house laws, laws of privilege and monopoly, of brutality and injustice; laws of anarchy, the one that discards God's laws of brotherhood, and so the vilest kind of anarchy!

So there you have it. Not even a beginning have we yet made in that truth. Not even the first step has yet been taken to realize truth. We are forever justifying our own follies; forever glorifying the turmoils and agitations we create; forever running away from all peace and joy, from all cardinal honesty in law. And how can we trust to men who simply lean on the mere incidents of isolated personal goodness while repudiating the fundamental and all-pervading goodness we owe to each other in social life? And without the latter we virtually give the whole social organism to Mammon and its prophets, when we all become the slaves of sin, because we don't even wish to check the coveting

tendency in the realm of law, just where it is most fatal and criminal, as it is then acting on a grand, immense scale, through the abnormalization of every life.

THE CONSPIRACY OF CAPITAL.

POLITICAL REVOLUTION.

(Continued from page 939.)

There remain, then, to be considered the third and last of the causes that lead to unrest and mutiny among the masses, namely, the possession of political privileges incompatible with their station in life, inconsistent with their dependent and subordinate condition, and quite beyond their powers of mind to exercise wisely or safely.

"How may this evil be remedied? This brings me to the consideration of the second of the only two possible means by which the people could triumph over property, namely, Political Revolution. How may it be prevented? If I have felt that I was treading the firm earth before, I feel now that in my understanding of this phase of the subject and my ability to handle it, the firm earth has changed to solid rock.

"Effective political revolution by the masses is, if possible, even more impossible than a revolution of force. Political power has already practically passed from their hands. The popular ballot is to-day but a popular bauble. It can never be effectively used against you. As in industrial, so in political power, you hold the famous 'nine points of the law;' and in politics the nine points control the tenth, as, indeed, in industry it does as well. Industrial dependence can never be associated in the same person with political independence. As long as any considerable portion of the people are industrially your dependents, they will remain your political dependents. A majority are so to-day, will remain so, and rapidly become more so as the determinations of this council are put into execution.

"Again, successful effort by the people through political action essentially requires agitation and education to arouse a favorable sentiment and organization to put the sentiment into effect. As I have already reminded you, the means and facilities for

popular agitation, education and organization are under your complete control. The people are absolutely shut off from these first necessary requisites to successful action; and those incomplete organizations which they may and will from time to time effect, impotent by reason of their very incompleteness, can be rendered utterly harmless by the usual methods of controlling their leaders. There are always a sufficient number of those who make their way to the front in every so-called reform political organization, who are susceptible to influence. They are after loaves and fishes of one brand or another, and we know that they know who possesses the brands they covet, whatever their name may be. Those political parties to which full organizing facilities are permitted will, of course, always be officered in their highest leadership by those in proper sympathy with the property interests of the country. This has been and always will be the case, because modern political organization and manipulation is a science, and science requires intellect, and intellect was never yet allied very strongly with the masses. It goes where it naturally belongs, to the conserving and civilizing influences of society. The lesser officers and leaders of these dominant political parties will, by those natural instincts of their constitutions which bring them to the front, be yours ever most obediently to serve.

"But, gentlemen, not only are the people completely shut out from effective political power by their industrial dependence, their agitational and educational dependence, and their organizing dependence upon you, but to set the seal forever upon their political impotence, they are bound hand and foot by the very form and plan of our most wise governmental system itself. I am ready to stake my reputation as a politician and statesman upon the truth of this declaration—that for completest and safest investment of class and property with effective political sovereignty to the people, no form of government has ever been or ever will be devised equal to that of a representative, constitutional democracy, such as ours. That may appear to be a remarkable declaration, but I repeat it—no other form of government so effectually and safely closes the door of sovereignty on the people, and so

effectually and safely opens it and keeps it open for property and class. No other so guarantees conservatism; that is, the established order of things, with such favorable changes as the established order may desire; and no other so completely prevents popular reforms as the people understand that term. Giving the people the semblance of power over every department of government, it everywhere denies them the substance. Ostensibly and by construction a government by their consent, it really, and in fact, is a government in which their consent is *nil*. It gives them the privilege of selecting the agents of authority, but absolutely no direct power over their acts. They may pass upon men, but—and here is their bondage—not upon measures. Having selected their agents, they can neither force them to any desired action, nor having acted contrary to their desire, can they revoke their acts. I say the people cannot. Their only remedy is no remedy, for it is but a repetition of the farce, electing other agents endowed with like powers. Their agents are, in fact, not agents, not servants, but despots in their sphere, so far as the people are concerned, independent of them, above them, over them.

"Naturally, and as a matter of course, these creatures-of-the-hour act for the public weal only and alone when their individual weal does not prompt them to act otherwise. And here is the especial opportunity of property and class (the many and potent campaign and ante-election opportunities being passed over), here is the especial opportunity of property and class to see to it that the individual weal is made paramount to that of the consenting, helpless public. It may not be, indeed, that every man has his price, as that eminent and high-priced statesman, Walpole, so sagaciously observed, but certain it is, that enough of these 'agents of the people' will always be found ready priced and priced low.

"No better evidence could be adduced touching the utter incapacity of the masses for self-government and unfitness to be entrusted with real political or industrial power than this conception of theirs, that sovereignty consists in the right to delegate authority and not in the right to control continuously the acts of the person to whom

authority is so delegated; in the right to choose their political despots, and not in the right to control them, to make of them office men, not officials.

"To illustrate still further this profound misconception and ignorance on the part of the people of things governmental and their inability ever to exercise real power in this country, they are almost unanimous in their belief that the only way to prevent or escape the despotism of their chosen agents, is first, to have as many despots as possible, not perceiving that in their numbers individual responsibility is evaded, avoided, shirked, thrown from one to another, then to nebulous majorities, and finally to that arch humbug and scapegoat, party; not perceiving that, with their conception of sovereignty and for their purposes, the fewest possible agents, nay, one supreme one, in whom all authority should for the time appointed be invested, would be infinitely better than a multitude in that it concentrated, if authority, also individual responsibility, and in the same degree the power of public opinion, which alone can control such agents.

"Second, having selected their despots and surrendered the sovereign power to them, they childishly think to escape the effects of their folly by dividing the powers of government into executive, legislative and judicial. It is a popular sentiment amounting to a fetish or superstition that if these three functions of government can be kept separate, the people are safe from political oppression. They think by electing some of their numbers executive despots, others legislative despots and others judicial despots, the one acting as a check upon the other, the whole problem of government and popular independence is solved. They fail to see that responsibility is again divided and lost, that to secure action favorable to themselves all three sets of despots must be faithful to popular interests, and that, on the other hand, the so-called enemies to the general weal have only to secure one set favorable to them, and may, by influencing first one and then another and another, now this one, now that, now the other, completely block any 'reform' of the people and easily secure what they want themselves. They do not perceive that to divide power among

irresponsible agents is but to furnish the 'cups' for the shellman's game, and that such a government is only the ancient game of thimble-rig over again, and that again the bumpkin is the victim when he thought he had a sure thing.

"The people cannot comprehend that, however convenient and highly proper and important such a division of powers may be, the essential reason therefor is simply and alone that the public eye may easily and clearly see the every process by which governmental effects are produced, in order that, not individual, but functional, responsibility may be identified, to the end that the people themselves, by direct act, could remedy the wrong or the defect. The essential reason for the division of government functions is not primarily for safety from functionaries, but for clearness of popular vision into processes; the end is safety, of course, not by making one a check against another, but, seeing clearly where the evil lies, to remedy it by forcing the proper performance of the one going wrong. The object is to enable the sovereignty to say—our agents fail in the execution of a law, we direct its execution; our agents err in their judgment of a law, we direct this judgment; our agents refuse to make or repeal a law, we make or repeal it. The people are blind to this vital principle, and being blind to it, they may be led whithersoever you list.

"But their crowning folly and our greatest security lies in their third and most trusted refuge against the power of their chosen agents, namely, their revered and most holy constitution; a Trojan horse taken by them for the one and only true palladium of liberty.

"Constitutional rights is a word they conjure with, but constitutional wrongs is a word they know nothing of. Now, a constitution like the division of government functions, is right and proper enough if confined to its legitimate purpose. It is a convenient instrument for directing governmental agents in the performance of their duties; it is proper enough as a general 'letter of instruction' to office men, informing them on important heads of duties how far they may go and where stop, in the absence of special instructions and advice from their

principal; its legitimate purpose is to direct, instruct and restrain subordinates. But the ludicrous, the ridiculous, the childish aspect of the popular conception, lies in the fact that they make their constitution restrain themselves, as well as their servants; they make it a letter of instruction to themselves as well as their agents, and one that practically cannot be recalled, amended or changed. It not only irrevocably binds themselves, but their posterity, to unnumbered generations as well. Not only that, but to clinch the thing, to forge and rivet the chain of their own making unalterably upon themselves, they have even denied themselves the right of declaring what their constitution means, and given the authority of interpreting it unreservedly into the keeping of agents removed the furthest possible from them—agents whom they can neither select, remove nor control. I know of nothing in all history to parallel this remarkable display of simplicity in the masses. But, gentlemen, in their simplicity lies your opportunity and your safety. The powers which you possess cannot be wrested from you except the plan of government be first radically changed or at least the constitution be vitally amended. The processes by which such amendments and changes can only be effected, place them among the things virtually impossible so far as the people are concerned. As I said, therefore, a moment ago, the very form and plan of our government bind the people hand and foot in unbreakable chains of their own forging.

The founders of government, purposely or accidentally, consciously or unconsciously, have most skillfully rendered the people impotent while apparently striving to make them omnipotent, and at the same time most securely enthroned property and the property classes. They deposed George III., but placed a Caesar on his throne; they destroyed the House of Lords, but erected the constitution in its place; they gave the people the privilege of choosing their rulers, but denied them the right of controlling their acts; they divided the powers of government, but placed them beyond the reach of the people; they made a constitution, but practically forbade the people to change or construe it. In short, they probably fooled

some of themselves, certainly fooled the general populace, triple padlocked its power and bequeathed the key thereof to you.

"Resting, then, already so secure from effective political revolution, will the denial of the ballot to any considerable portion of the people further enhance that security? In my opinion, clearly not. The only reason that can be urged for such action is, that the privilege of suffrage tends to breed the spirit of insubordination. No doubt that it is true. But I think that tendency is best corrected by such a continual frustration of their hopes from political action as will teach them finally to regard the ballot, not as a public means of establishing public measures and principles, but as a personal privilege by means of which very narrow personal ends at most may be effected. By this method the right of suffrage ceases to be regarded by the people as a palladium of liberty, and becomes a very cheap and common thing; too cheap and common ever to breed by its use any high and insubordinate spirit, the very reverse, in fact.

"On the other hand, there are many reasons that cause me to regard unrestricted suffrage as a very important element in the present and future security of your class. The wage-earning classes, which would, of course, be the ones cut off by a restricted ballot, are the very ones over whom you have the most control. They are, in the main, absolutely dependent upon you. They are to all intents and purposes yours. They have no interests outside their job. On that one and only question they are as intensely conservative as you could desire. They will vote to hold their job when they will vote for nothing else under the sun. Their job is of your giving, and they can always be brought to see that your interests are theirs. As touching your interests, therefore, they can never be radical.

"With the next class above them, the small property owners, they can politically have nothing in common; and it is to this class to whom power would be given by a restricted suffrage, a class conservative, indeed, but not as against you; and being far less completely and directly dependent upon you, they would be far more dangerous and difficult to handle. Cut off the wage-earners politically and you cut off the great body

of your own retainers—a body that can always be effectively used by you against the middle classes politically as surely as you can use the latter against the former physically.

"And lastly, you can only keep the people in subjection to you by keeping a practical majority of them dependent upon you, by keeping their knowledge to the level of their pursuits and by keeping up a show of giving them the measure of 'rights' which the age and the civilization under which they live have accustomed them to regard as theirs. To state it boldly and plainly, you must keep them dependently poor; you must keep them ignorant, and you must amuse them with a bauble of 'rights.'

"The ballot is the bauble which for the present they must keep.

"But, gentlemen, while it may be wise to allow them to keep it, it will not be wise to allow them its too frequent use. I believe in a universal suffrage as to the individuals possessing it, but restricted as to the occasions of its use. There lies your safest way out of much of the worry, much of the turmoil, much of the expense attendant upon the political control of your people. Business requires it, discipline of the people requires it, decency, comfort, ease, economy, completest safety, all require it.

"Strong arguments are from time to time urged in favor of a change in the tenure of the Presidential office. These should challenge serious consideration and attention, to the end that the present constitutional limit may be removed and a more reasonable and useful one substituted. Your business and other important interests are now too frequently disturbed and disquieted by the turmoil and heat of a Presidential election. Between elections the people are without even the semblance of power. During these periods the entire sovereignty is yielded up to irresponsible officials. Double the time between elections and you divide all the evils attendant upon them. You destroy half the opportunities for insubordination, and quadruple your own power. Such a procedure as I suggest would avoid this disturbance of business relations which now comes every four years, and would do away with a lot of useless and, to you, dangerous agitation. It may not be amiss to add that a

substantial extension of the executive tenure may easily be secured by providing at the same time for the ineligibility of an incumbent to succeed himself—a measure which has long found favor with a large class of our people as a consummation much to be desired, and which seriously threatens to interfere with our designs by limiting the tenure of office to one short term of four years. How may these changes be accomplished? By a simple amendment to that unchangeable constitution, doubling the terms of office established therein.

"And I would recommend that, while the amendment business is up, another section be added, reciting that neither the police powers of government nor the right of eminent domain shall ever be exercised to the direct or indirect injury or destruction of established private industries as such. This will effectually draw the great properties of the country out of the range of political action, stopping the present tendency towards police control, and forever settling the question of public ownership.

"I advise you, however, that no important amendment can be made to our constitution by ordinary methods. Practically there has never been a section added to that famous instrument that has not been put there by the sword. Of its fifteen amendments in more than a hundred years, twelve were really but after-thoughts of the generation that created it; the remaining three, the only ones that may be called amendments, had a bloody birth. The times, of course, have changed since then. The great industrial powers of the present had then practically no existence as a controlling factor in politics and government. But great as those powers are, and potent as is their influence, I do not believe that even the simple additions to the fundamental law of the land suggested can be made except in the confusion and turmoil of civil strife. This may be comparatively mimic in its proportions, should be entirely the result of your own secret manipulation, and brought about only when the entire machinery for putting them through shall be ready for action. The industrial movements which you contemplate will probably be sufficient in themselves to result in the state of disorder desired for such a purpose. The next great strike may

be given a *quasi* political significance by the press, charged in part to the secret agitation of some one of the revolutionary political parties, and in the general apprehension and alarm aroused among the smaller business and property classes, the thing may be done with the aid of your retainers broken in organization and spirit by the successful suppression of their impotent rebellion.

"In my opinion, the reign of property is already assured in this country. On its side are arrayed all the organizing, educating, civilizing forces of the age—the press, the pulpit, the bar, the bench, the news agencies gathering, transmitting, disseminating or suppressing altogether, and the government powers themselves. The latter are identified as completely as possible with the great business interests of the country, in its legislative, executive and judicial branches. The recommendations I have made but assure an easier, pleasanter, deeper, more permanent flow of power from the fountain of property. Property can never be dethroned, you may depend upon that. It is entrenched in every civilized government on the globe more firmly to-day than ever before in the history of the world. It stretches beyond national boundaries, crosses and recrosses its lines of interest from nation to nation, and binds governments so intimately together that tacitly there exists among them an alliance offensive and defensive against the hordes of discontent and socialism wherever they may appear upon the earth. In this country we do not need any outside aid. It would be forthcoming if we did; but, happily, the task before us in an easy one."

Down sat Mephistopheles with the same stately grace with which he had arisen. Then up rose one after another of the Cabal, approving, suggesting, criticising. Over all hovered the spirit of mastery, security and certain success. Result, desired result, was but a matter of detail and instruction to subordinates.

After much sharp and rapid discussion and comparing of plans it was decided that by a systematic and concerted employment of all the agents, industrial, agitational and political, at their command, all the immediately practical in the advisory agents' suggestions might be effected in a reasonably short time, not later than the next Presidential election.

Then, or before, the amendments should be fixed in the constitution; labor organizations controlled or destroyed; the American Trades Alliance "blown from the guns;" the wage class reduced to a proper wage scale, and undesirable agitation and unruly agitators practically suppressed, the required "enactments" and "constructions" of law to that end having been previously secured. The military arm of the government should be strengthened, armories built, arms plants extended, the arms supply controlled, and the army and national guard increased in numbers and efficiency, and so placed and handled as most effectually to keep the populace in subjection. Various committees were appointed to perfect and direct the details of these movements, and the advisory agent was selected to be the first President under the new regime.

CLINTON BANCROFT.

THE TRUST PROBLEM.

No question of public importance is engrossing more attention, irrespective of political opinions, than the extraordinary development of trusts and combines having for their object the control of industry through the elimination of competition in the production and distribution of wealth. The war for the subjugation of the Filipinos, opening as it does a more distant field for industrial exploitation, is secondary in interest to the economic subjection with which this country is threatened by the massing of capital into the hands of a small body of irresponsible capitalists, and the passing into their control of the entire industrial activities of the nation.

What does this tremendous revolution in the methods of production and distribution portend? For one thing, it means that competition has reached its logical limit in monopoly. It means that the right of "economic initiative," for which individualists so strenuously contend, will be absolutely denied to 999 out of every 1,000 citizens. Competition, if any persists, will be between gigantic aggregations of capital, forms of industrial warfare from which ordinary capitalists, owing to the greatness of the contest, will be absolutely excluded. It will be competition between industrial giants,

the final result of which, whether it ends in monopoly under the strongest giant, or persists in competition among several lesser giants, will make no difference to the average citizen.

If competition persists and becomes permanent, it must result from an agreement among the larger competitors to keep up prices to pay for the increased cost of production under competition. If it ends in monopoly, as it most surely will, the successful trust can pocket in increased dividends on fictitious capitalization, the saving in the use of land, labor and capital effected through the elimination of wasteful competitive methods. In either case, the right of economic initiative to the average citizen, or the supposed lowering of prices due to competition, is a myth—a mere figment of the individualistic imagination.

What is the object of a trust? What are the economic results? Considered as a labor-saving device the trust is a complete success. If the aim of production is to produce a given quantity of wealth on the smallest area of land, with the least amount of capital, and with the minimum of human labor; if, in other words, we desire to follow the line of least resistance to the production of wealth, then it must be admitted that the methods of the trust effect that purpose admirably. It is, or should be, the aim of society to produce the means essential to its maintenance and happiness with the minimum expenditure of human energy. Laborious toil, in itself, is not a good thing. It is a mere means to an end.

The trust, as I have already indicated, is a successful labor-saving device. It is just as irrational and illogical to declaim against trust methods of productions, as it would be to legislate against the present or future use of labor-saving machinery. Hence the "demands" of various political platforms for the "suppression or restriction of trusts" is just as irrational and would be just as foolish and futile as to "demand" the suppression and destruction of machinery or of improved processes in the production of wealth.

If, now, it be admitted that the trust is a labor-saving device, and if it be further admitted that labor-saving devices are an advantage, and both contentions are gener-

ally conceded, then it follows that the trust principle is correct, and not likely to be abandoned.

This leads to the query: "What is the cause of the trusts?" To this question there are various answers. We have, first, the answer that trusts are an illegal and criminal combination in restraint of trade, to limit production, raise prices, eliminate competition and thereby monopolize industry. It is asserted that the trust violates the essential spirit of free competition upon which our industrial system is founded, and which it is supposed to be the duty of legislatures to promote and protect. Hence, both the Federal government and most of the States have enacted the most stringent anti-trust laws against industrial combinations in restraint of trade.

It is freely acknowledged that so far those laws have entirely failed in their object. The present Attorney-General admits that trusts can not be reached by Federal legislation. State legislation has been equally futile. There is no case where a trust has been permanently suppressed by law. True, decisions have been given against trusts, but it has been for acts done or methods employed that were not necessary to their existence or permanent success.

Thus Judge Fitzgerald, of New York, in 1897, gave a decision against the tobacco trust, but solely on the ground that the trust managers had used intimidation in their eagerness to control trade. But intimidation is not a necessary factor to the ultimate success of the trust. In the decision referred to Judge Fitzgerald said:

"A very wide latitude must be accorded to the managers of a vast enterprise lawfully organized, and it is exceedingly difficult to fix the bounds beyond which they may not legally go. They are entitled to reap all the advantage which skill, experience, large investment and splendid facilities afford them over less fortunately equipped competitors. Every person has the right to do with his own property as he chooses. A trading corporation is entitled to all the advantages it can secure under fair and free competition."

From which it obviously follows that the trust with the most "skill and experience" and the most "splendid facilities," with the

largest capital and best organizing ability, will be able to monopolize the particular industry in which it engages. It must be equally obvious that the latitude of the law as defined by Judge Fitzgerald is all sufficient for the effectual concentration of all industry into the hands of a small capitalist class, thus destroying, not by special legal privileges, but by the inexorable laws of economic development, that "right of economic initiative" that individualists prate so glibly about.

What, then, is the cure for the trust? We have seen that the trust is a labor-saving device in the production of wealth. It is here to stay. It can not be reached by legislation without destroying that freedom of action upon which our industrial system is founded. The one bad thing in the trust is that the benefits derived are restricted to the few stockholders. If it is of so much advantage to the few, why should not all be stockholders in it? The postoffice is a public monopoly, but 2-cent postage stamps always remain at the same price. Let us socialize the trust, as we have the postoffice, and it at once becomes a blessing. For private monopoly we have only to substitute public monopoly and the problem is solved. But here we are met by two objections of exactly opposite nature. Socialism is opposed by one as impossible without a complete change of human nature. It is asserted that human nature is essentially selfish and will always continue so. The other objection is that Socialism would be immoral; that it would restrict the liberty of the individual, reducing all to a dead level of mediocrity, converting nations, as one dear old fossil says, "into groups of living mummies at the mercy of any oligarchy of public officers controlling and monopolizing the business-organizing faculty of everybody outside of themselves." (?)

Now let us examine this objection of the individualists, that under Socialism the rights of individuals would be trampled upon. "Make competition really free," they say, "and there can not be successful monopoly." Well, let us say that land is free of access to all upon payment of economic rent to the community. How would that affect, say, the Western Union Telegraph monopoly? Does that company

monopolize all the land suitable for post holes? Now about Socialism being immoral, or so good that before we could put it in practice human nature must be entirely changed. Take the W. U. Tel. Co. again as an illustration. The majority of the stock in that corporation is probably owned by seven men. It is carried on primarily for private profit and only incidentally for the public benefit. Suppose the number of stockholders in that company is 7,000. Suppose it is increased to 70,000, then to 7,000,000, and finally to 75,000,000. What occurs when the number of stockholders reach the latter figure? Merely this, that the telegraph monopoly has changed from a private to a public one; that it is socialized, and like the postoffice carried on in the interest of all the people, with the employes working under increased pay, decreased hours of labor, and to the public at cost of service. Now what I want to ask is, at what point in the increase of ownership in the telephone monopoly, from seven to 75,000,000, would the change in human nature, good or bad, begin? When the number reached 70,000 would a faint nimbus or halo begin to encircle the heads of the stockholders? Or would the faces begin to look like a satyr? When the number reached 7,000,000 would the halo increase in brightness, and wing case begin to develop on the shoulders of the stockholders, or would their countenances take on a fiendish aspect? At 75,000,000, that is to say, under practical Socialism, would the wings have become fully developed so that the stockholders (the whole people) could fly gracefully through space, while their faces shone like angels, or to take the other view, like satyrs?

If our individualistic silurians reply that the mere socializing of the telegraph business would not bring about this supposed change in human nature—good or bad—but would take place when all industry was socialized, then, I ask, at what point or stage in the progressive socializing of industry would the change first manifest itself? How far along in the process would it be before the anticipated change in human nature had reached its perfect culmination? If the effort to answer these queries shows the childish nature of those objections to industrial democracy, let those who offer

them be careful that in discussing or criticising economic theories they bring to that criticism some degree of intelligent information.

W. H. STUART.

GUARANTEE BONDS.

Seeing so many of the good brothers writing on different subjects and feeling that one subject of great importance has been neglected, thought I would start the ball rolling.

Most operators are agents, especially through the South, and at small stations throughout the United States, and have to be under bond, and it is the practice of the guarantee companies to treat all communications confidential, thus depriving the operators of a fair show in case they are reported for alleged misconduct.

The case at present in my mind is one where an agent was reported to a certain guarantee company, with which company he was bonded as agent for the express company.

The route agent closed the office, giving as his excuse "the guarantee company have asked to be relieved of your bond." At the expiration of a few months the same agent was reinstated without receiving an explanation as to what he was reported for or by whom. The fact alone that the guarantee company proposes to keep everything confidential gives an opportunity to every one so disposed to make a report, knowing they will be shielded, and their name never divulged; or, for that matter, they need not sign any name.

Now, we take it for granted that this report was made by some cowardly cur wishing to do the agent an injustice, and like the assassin in the killing of our late honored President, come under the guise of friendship when his intent was murder. If a man has not enough courage to do a thing openly he is not worthy of the name, and a guarantee company who will encourage such is not much better.

Now, brothers, this case came under my own eyes, happening, as it did, to a friend and brother agent of mine.

Is there any justice in this? The poor boy was kept out of his express commis-

sions during the supposed investigation, his character was stained to a certain degree and his embarrassment was great, yet he had no redress, no chance to plead his case, for even the division superintendent of the guarantee company would not answer a letter with a self-addressed and stamped envelope enclosed.

Now, what I want to know is, is there no remedy for such wrongs? It was a wrong, otherwise the agent would not have been reinstated. We would like to hear from some of the good brothers along this line.

Yours in S. O. & D.,
CERT. No. 3831.

EMPLOYMENT AGENCIES.

It will not be necessary for me to say that this is entirely out of my line of business. As it is my first attempt at writing for THE TELEGRAPHER, I hope my readers will take it for what 't is worth and let it be a beginning for the more able writers to enlarge to its fullest extent. "O. R. T. Employment Agencies." Did any of you ever stop to think what this might mean for the Order if given proper attention?

I am going to give my views of how it could be conducted, and want to hear from many others, for it is a subject that will bear discussion from all sides.

It seems to me that agencies should be established at all important points reached by several different railroads. Some good member should act as agent at each point; and an "Employment Agency" directory should be published in THE TELEGRAPHER the same as the Division directory.

When a vacancy occurs or when there is a demand for operators, it should be the duty of every member knowing of such demand to report, as soon as possible, to the nearest agency. The agent should then fill the position with some member having an up-to-date card.

Don't you think it would be to an operator's interest to be always in good standing if it will insure him a position at almost any time?

I believe in time that the railroad companies would look to us to furnish them with the much-needed experienced opera-

tors (who are becoming very scarce) to relieve their wants.

On the division where the writer is employed, there was recently a demand for operators. A number of students and raw material was employed, with only one or two O. R. T. members in the bunch. A few days since, a man with all the "credentials," was up in the dispatcher's office, to find that he was too late, all the help needed had been secured. Now, with the "Agency" in good working order, these positions would be filled with O. R. T. members. We would be better off by having a stronger membership on the division; and they, as individuals, better off in having work with a good company.

I think I have said all that I can on this subject for this time; and though it is poorly said, you will probably get my ideas. Now, let the battle cry of success be heard from all points of the compass.

CERT. 167.

UNAPPRECIATED EFFORTS.

I have noticed a considerable amount of talk in our journal about machine men and the probability or improbability of their being appreciated, sufficiently or insufficiently. A few facts may serve to allay any uneasiness in regard to the matter.

In '97 I bought a \$95 typewriter, and proceeded to learn to use it. I never could make it a success on wire work, as it always had some other work in it and it was too much bother to get the manifold and carbon through the machine with the blank. But I know how machine men are appreciated just the same. I am a crank, and always use my own pens, ink and machine. I only use Thomas' Violet No. 29, and the Mammoth Falcon pen. But I never failed to order a pint of the regular old pen spoiler that the company furnishes you for writing fluid. This I usually gave away to section foremen and to elevator agents. Finally I failed to get it all given away and the traveling auditor made a roar because I had six bottles on hand and I was ordered to return all but one bottle to the stationer, and explain why I had ordered more ink than was necessary. Well, I went into the explaining business awhile and it was three

months before I got it explained to them, but they explained a lot of things to me. The Division Superintendent was taken to task first and called on me to help him out. The Assistant General Superintendent demanded of him why he had approved my order for so much ink. The Division Superintendent pleaded that I had not ordered as much ink as other agents with the same or less business to do. That I used a machine in my correspondence and purple ink on reports to his office, and that he had not been able to avoid the approval of my order for ink on this account.

It seems to me that the foregoing should stir you a little, but the climax is to be capped yet. In reply to the weak excuses of the Division Superintendent, the Assistant General Superintendent demanded that the Division Superintendent ascertain whether it was my own machine that I was using and where I got the purple ink, how long I had been using the machine and the

ink, and if the machine or ink had been secured of the company, by whose assistance I had obtained these articles. Now, dear brothers and sisters, don't doubt for a minute that you will be fully appreciated. Any efforts on your part in this line will be fully appreciated and your promotion to a job with ten times as much work and an increase of 10% in salary will be yours for the asking. Don't be bashful, but go after it. There is too much timidity about whether it will pay to make yourselves efficient, but in view of the foregoing facts in regard to the personal experience of one of you, I do not see where there is any room for doubt as to whether you will be appreciated sufficiently. But don't let any suspicion as to how you came by it arise, or you may have to wear out your machine explaining how you came by it.

DERF LONWIS,
Cert. 2724, Grand Div.



FRATERNAL

From Mexico.

Hace algun tiempo se esta organizando en el Ferrocarril Internacional Mexicano la O. R. T., con el objeto de formar una Division Mexicana, con los telegrafistas de dicho Ferrocarril, y parece que hasta ahora se ha llevado la idea adelante con entusiasmo, prus ya son varico los miembros con que se cuenta en dicha division, y se espera que dentro de poco tiempo todas los telegrafistas de dicho ferrocarril pertenecieran á esa asociacion; sen muchas las ventajas que resultan á los telegrafistas as ferrocarrileros pertencer á una Sociedad que vele por sus intereses y tranquilidad, pues como todas saben, los fines de esta Organizacion, son elevar la condicion social, moral, e intelectual del individuo, para que su trabajo sea mas remunerativo y eficiente, y crear un fondo para la proteccion de las familias de los miembros que mueren, para que no guden abandonadas al faltarles el padre, hermano ohyo.

Los fines que se propone una Asociacion como esta son muy elevades, como se ve, y todo telegrafista ferrocarrilero deleria pertencer á ello para que ayudado por sus hermanos dos demas miembros, pueda al mismo tiempo pacer que las Companias de ferrocarriles paguen su trabajo con toda equidad, do que es facil de conseguirse por medio de la union que es la que todas sabemos que constituye la fueriza.

En San Luis Potosi se ha organizado una Sociedad de Empleados Ferrocarrileros casi con los mismos nobles fines, y esto prueba que en Mexico lomismo que en las demas naciones civilizadas hay hombres que ven por el porvenir del gremio a que pertenecen.

Debemos felicitar a esta nueva organizacion y desearle prosperidad; co-operar con nuestro grano de arena para la fundacion de ese edificio, que aunque hoy es pequeno porque acaba de fundarse, con el tiempo podra ser Grande pues contiã en su seno con individuos de ideas fijas e inquebratable fe, que es la que se necesita para lleva á cabo las grandes empresas.

Ojala que pronto nos ve arr es todos los ferrocarrileros Mexicanos unidos, acomo la estan los Norte Americanos, y creo que lo veremos, pues son muchos y grandes los esfuerzos que se hacen para conseguirlo, y estos esfuerzos no gudarán sin resultado, porque ademas de los miembros que estan iniciados hay mas que se estan iniciando en este ferrocarril y en los Ferrocarriles Central y Nacional Mexicano, asi es que pronto nos podremos ver todos unidos para poder Juntos, trabajar en favor de nosotros mismos, de miestras familias y de nuestra patria.

J. M. URBETA.

G. D. 5074.

Plant System.

First Division—

In September's issue of THE TELEGRAPHER the correspondent of the Second Division wanted to know if their new chief was with the boys. You can always bet on "WS" being in line with his men.

The Order is slowly but surely getting a hold here. We have too much "wait till next pay-day." There is lots of pleasure in knowing you are an Order man. Try it once and you will keep it up.

As we leave Charleston we find two men at Ashley, working joint.

At John's Island we see Max Jacobs. Still hanging in spite of all, eh, Max?

Williams can be found at Ravenel's almost any day except Sunday, then he goes—well, don't know where. Come, "KN," wake up, old man. See what you are doing for yourself as well as other men. Chase the kid out.

At Ponpon, Bro. Caskey holds forth.

Gasque, at Green Pond.

Smith and Cator at Yemassee.

Ingram is hammering away at Ridgeland, days, while Miss Wilson "owls."

At Hardeeville we find our good friend Strunk working as joint agent.

A block system has just been completed from Hardeeville to Savannah and will be used this winter. This will call for eight or ten operators. Wonder where they will come from, they are pretty scarce here, thanks to the O. R. T. for making it thus.

On the vegetable branch from Ravenels to Yorges Island we find Smith at Meggetts and Strickland at "the Island."

Boys, keep after the "nons." Now is the time, not to-morrow. Let us be like the B. L. E., B. L. F., and O. R. C. They are as strong as they make 'em. Remember, "in union there is strength."

BERI.

Baltimore & Potomac Railroad.

Having looked over the last three or four TELEGRAPHERS in vain to find something from the B. & P. Railroad, I have so far failed to do so. I know I am not the only one on this road that reads THE TELEGRAPHER thoroughly, but like some of the non-members, we wait too long on one another. If our kind Editor will give me room I will try to let you know there is such a railroad as the Baltimore & Potomac still in existence. A first-class organizer would have a good chance to make a record for himself on this

road. In looking around I find there are but few members here, probably twelve or thirteen only, out of a possible fifty. Now, dear Brothers (sorry I can't say Sisters, but there are none around here), have you never stopped to think how bad we are in need of organization on this line? Or is it because you intend going out of the business? We can not all be good lawyers, because some few before us have been. You can not always get a fat job as reporter on a paper. You will not always have a good crop if you go to farming. Look around you, try what you will, you will find that it is not all gold that glitters. Now, take the advice of one who has tried and got the experience (and given it up). Stay right where you are; join the O. R. T., work hard for it. You shall reap your reward, and it will not be long, either. Don't wait for others, but come now, so we can have things moving along and be in good order by the next coast-line season. I have heard the question: What will the O. R. T. do for us? asked quite a number of times in the last few months. To all those having this in their minds, I will say that it is not the O. R. T. itself that can do us good. The good done is by ourselves as a body of O. R. T. men—a union. All of us can remember the old saying, "United we stand, divided we fall." And this pike has fallen very low the last few years, too. Come, boys, let us get together and do something. Yours,

I. M. INNITT.

Chicago Commercial Notes.

Mr. John Brosnan of city lines, Postal, has been promoted to a 9:15 split trick. He is making a record for himself and in a few years will be a "hot operator."

Mrs. Brosnan has been compelled to leave the service on account of ill-health.

Mrs. Charles Anderson has been transferred to Tremont House office, for Postal. Mrs. Hinckson is manager for W. U. at this hotel.

Mr. W. D. West of W. U., South Chicago, has resigned to accept a better position.

Mr. William Ridge has been transferred from W. U. main office to "BX" office, South Water street.

Mr. John Fruin of "BX" office, W. U., was recently married. Congratulations.

Mr. Isaac Abrams has been transferred from main office to "BX" for Postal.

It is said that Messrs. Hatch and Wallace are soon to join the benedicts.

Mr. C. Rollins has been promoted to the "PO & Z" New York bonus wire at Postal Exchange.

At Postal, Mr. S. F. Thomas, night division chief St. Louis division, spent a two weeks' vacation with friends.

Davy Hamilton spent three weeks in Washington State.

Harry Dunbar and O. T. Anderson are off, sick.

F. B. Otto, recently appointed assistant division chief operator, has returned to a wire.

Mr. Seaman has been appointed assistant division chief, St. Louis division, nights, vice Samuel Thomas, promoted.

Mr. N. Swift has been appointed assistant night chief, New York division. Mr. Swift has composed several songs, his finest being "Laurelie."

Jacob Kramer was promoted to assistant night chief, "Woods" division.

Jerry Murphy was appointed assistant chief, days, same division. Jerry wishes to inform his many friends that he is in no way related to A. C. Murphy, of ham-factory fame.

Miss Katie Schulenberg is now with us from Postal.

The Illinois Central Railroad Company now furnishes all its operators at "X" office with typewriters.

Eddie Bangs was off a couple of hours recently. Eddie holds the W. U. record for punctuality.

Buck Anderson is still with us as assistant chief of mete.

Ned Warren has gone to Jacksonville, Ill., to copy report for W. U.

Doc. Anderson, O. Bigelow, R. A. Ditch and Mr. Tanner have resigned and gone to New Orleans.

Marie Mullen has returned from her vacation spent in Denver.

Martha Corts and Bettie Boring are on regular now.

32.

Central of Georgia Railway.

First Division, Savannah to Macon—

As none of the Brothers have written up this division for some time, I will endeavor to drop a few lines to our dear old journal.

Starting at Pooler, we find Bro. L. W. Posten as "owl." He deserves promotion, as he has been working "owl" long enough, or had you rather have the "owl" act, Bro. P.?

At "BM," Bloomingdale, we still find Bro. Park, with heavy business these days.

At Meldrim, "MD," since our paper has gone to press Bro. Chapman has left "MD" and Mr. J. T. Rogers has taken his place.

At "GY," Guyton, we find Mr. Hemminger, not a Brother, but hope to have him with us very soon.

At "FO," Egypt, we still find Miss Mattie Dutton.

At "OR" we find Bro. R. L. Park.

At "HY," Halcyondale, we find Bro. Blackburn.

At "DO," Dover, we find Bro. Cheely and Bro. Boatright. Bro. "BR" still holds down "owl" act; "13" keeps Bro. "FY" busy taking "OS" from B. & P. division, as several ham factories are over there and all try to "OS" at once. While we are at "DO" we will run up the B. & P. and see who we can find. At "K," Statesboro, we find Mr. J. L. Matthews, agent and operator.

At "D," Register, we find a warm brother and At operator. Bro. D. M. Rogers was formerly with the Seaboard Air Line, but has transferred his card with us.

Next stop is "KI," Pulaski. No one there to handle wires.

Next stop is "MR," Metter. We find Mr. W. J. Willie, as agent, and T. P. Lewis, as operator.

Next comes "MO," Stillmore, and we find our able agent and operator, Mr. J. P. Byne.

Next comes "WN," Norristown. Mr. A. C. Todd, as agent.

Next stop is "AD," Adrian, with Mr. J. T. Reid as agent, Mr. Holland as operator.

Next is the terminal, "BN," Mr. T. L. Myers as agent and operator.

Well, as I have taken a little trip over the B. & P., will come back to main line.

Next stop from "DO" is "FY," Rockyford. We find Bro. Burke. Bro. Burke says looks like everybody is moving, these days, back to Sylvania, from the looks of household goods going to that place.

Next is "Q," Millen, we find Mr. W. M. Redd as agent, with the same old crew as operators.

Next comes "DV," Midville, with Bro. Wilson as agent and operator.

Next comes our little red-hot point for "31's," "WA," Wadley, with Bro. Thigpen holding down days and the same old operator as "owl," with Bro. C. E. Pyron as agent.

Next is "BR," Bartow; no colors shown here, so won't stop.

Now comes our little "girl" town, as Bro. "FB" terms it, "UN," Tennile, with new set of operators. Have not learned their names.

Next in line is "DS," Davisboro. We find Bro. M. C. Smith, the same old thing—loves the young schoolgirls as hard as ever.

Next comes Oconee, "CN," we find Bro. Blich, as warm a brother as ever.

Next comes "BO," Toombsboro, and we find our old Bro. Logan still holding down the wires.

At "G," Gordon, we find Bro. Horne.

Next is the end of our line. We find Bro. Mercer holding down the wires at "X," Ocmulgee Bridge.

Well, will cut out now, as I am "25," and hope to hear from some good, worthy Brother next month, who can write a little more interesting dots.

As ever, your old night owl,

COR.

N. & W. System, Div. No. 14.

Pocahontas Division—

I searched very anxiously in the October issue to see some item from the pen of a "Poca" operator, but my search was in vain, so I will endeavor to give you a few items. I do not see why we could not have something in every issue. Why can't we? Don't everybody answer at once. Hustle up, boys, and let us put forth our best energies in Division No. 14, a division to be highly honored and esteemed by every member, and the "nons," too. It will be a great help to us in bringing in the few "nons" who linger behind.

Bro. J. K. Turner has been in the field organizing, and I "13" he has met with great success. That's right, fix all the "nons" you can swing onto. Let us all get in the "push" and

help Bro. Turner push a good cause and the result will be over-good.

Will start with Bluefield, "BF," operators. There we have Bro. Bray, manager and "wire" man. Bro. A. Twigg still holds No. 22 down, days. Bro. Friend is working split trick. A new man in there. Boys, is he with the "gang?"

Bro. Mason is doing the "owl" act at Y. M.'s office, "OX." Don't know the day man, but "13" he is O. R. T. Nights, Mr. Lynch, Bro. J. J. Cox's relief. "13" Bro. Cox is with the Winston Division. The boys there say he is "all wool and a yard wide." "C," we are sorry to lose you; you have our best wishes.

West End Tower, "WD," Bro. Clendenon, days, and Bro. J. B. Weaver, nights.

"HQ," Graham Tower. There you will find our good and faithful chairman, Bro. H. C. Callaway, days, and Bro. D. C. Burton, nights.

"FY," Flat Top Yard, Bro. L. G. Lyndawood, days, and Mr. L. Z. Johnston, nights. How is he, "MO"?

"SN," Bluestone, the old "reliable," Bro. W. L. Murphy, days, and J. K. Williamson, nights. Are you working on him, "RO"?

"PO," Pocahontas, Mr. J. H. Kidd is reigning supreme there. Boys, there's good game.

"MC," Cooper, Mr. O. B. Craft, days, is Sister Daisie Staton's relief. "13" "CF" is having his O. R. T. papers fixed. "CF," we extend to you a hand of welcome.

Now, on Simmons' branch for a few minutes. At "BM," Bramwell, we find Mr. J. A. Staton, as agent and operator.

"SM," Simmons, there we find Bro. J. S. Wigginton, as agent and operator.

"DH," Goodwill, Bro. J. T. Board, agent and operator.

Now we are back on the main line. At Ruth, "U," we find Bro. G. C. Calloway, days, and Bro. C. B. Bright, nights.

We drop through the tunnel into "CQ," Coal-dale, and there we find Bros. A. W. Gibson, days, and J. L. Neel, nights.

"TU," Mayberry, we find there in the edge of the woods, a little office. There is where Bro. A. Wygal stays, days, and Mr. Moore, nights. "13" "JK" has fixed his papers, also.

Now to "QK," Morgan, and there we find Bro. W. R. Reynolds, days, and C. F. Williams, nights. "13" "FT" is working with him.

Then we drop through the beautiful scenery of coke ovens fire at night, and coal tipples in daylight, and we reach Northfork, "HC." There we find Bro. T. E. Davis, days, R. H. Mason, nights. Mr. J. J. Crump, agent. "D," if Bro. "JK" didn't fix 'em, that would be a good haul for you.

"KN," Keystone, Bro. W. B. Fulton, days, and Bro. F. H. Hughes, nights. Bro. Turner got 'em both.

"ZB," Eckman, Mr. Palmer, days. Doubt about him. How is it, "B"?

Now, then, we pass into Vivian Yard, "JH," where we find Bro. Russell, days. Don't know the night man. "U," how is he? If he is not one of the "gang," "U," don't delay working on

him. If this escapes the waste basket, it will beat me, so I will cut out "GN."

CERT. 511.

Boston & Maine System, Div. No. 59.

Telegraphers are victims of themselves, victims of their ideas and lack of business energy, victims of superstition.

But with all these burdens, they have one thing yet to learn, and that is, how to stop quarreling among themselves. By this I do not mean criticism, which is necessary, but small and petty jealousies. They attempt to mix personality with O. R. T., which simply will not mix, no more than oil and water, because they are foreign to each other.

If I were "the management," and wished to defeat the plans of a committee, regardless of principles, I should endeavor to create ill-feeling between the committeemen.

These jealousies have done more to thwart the plans of telegraphers than managements have done. But criticism we must have. Here, again, we must carefully guard our sentiment lest we overlook some grave errors of members, on account of personal friendship.

If in your opinion a member does wrong, say so, back it up with facts, but don't say so through personal motives.

Many telegraphers will sit twelve hours a day, or twelve hours a night, in an office "down along the line," perhaps listening to the mournful dole of the owl, as it attempts to offer a little sympathy to its brother telegrapher owl, in preference to doing a little thinking about their condition. To be sure, they bemoan their fate, but it ends there.

They talk and chatter. So do monkeys. But do they accomplish anything? Not much. They seem afraid to attempt to raise themselves above the level to which they have fallen, as though it were a crime. The history of the human race teaches us that it is man's inherent right and duty to be progressive.

Telegraphers would do well to study the history of the human family. The writer knows of a number of telegraphers and agents who a short time ago had a grievance. They held several informal meetings and after driving the fear and superstition out of a certain portion of their number, decided to call on the management. They called on the proper official, but he informed them he could do nothing. They then went to the one next highest; nothing gained there. But they didn't give up, and after working until almost ready to quit, their efforts were rewarded. Now, I wager that if some one of their number had suggested the forming of an organization among themselves and the payment of a small weekly assessment until the matter was brought to a finish, it would have been unsuccessful, because the mere mention of organization and dues would have filled them with fear and apprehension, some of them not being able to comprehend how the payment of a small sum to-day and the receipt

of five times this amount a short time hence, would pay. But they have done a good work, not alone in the example, which shows us nothing can succeed unless we come together and work in a body. Mark this well! There must be an organization of some kind and we must work in unison. The act in itself also was a good work and they deserved to be successful because their grievance was a just one. Look around and take note of the doings of the world, arouse yourself from this apathetic state you have fallen into. You were not born this way.

Surely at one time you must have had some ambition. It is there now, only dormant. Arouse it, be worthy of the name of man, stand erect with head up to receive that golden crown, which belongs to no one man, but to all, and drink bountifully from that fountain which fate has named "Success."

The brains of the world to-day are centered in organization. Look at the great industries of our country. All combined into one large whole, or trust, if you wish. Ask them what they think of organization. Come, let us be Morgans and Rockefellerers in point of strong O. R. T. organization. We can do it, but we must be like them in all points, which include hard and persistent efforts. Work and time well directed will accomplish wonders. We should talk and teach O. R. T. because if anything is worth working for, it is worth teaching.

The other orders on our system are full of activity. A short time ago 30 new members were initiated in a bunch into a certain order. The cause is not far to see. Activity among the members; each man was a worker and did his duty. This is the only way to success. Brothers, if we wish to make our organization a success we must all be workers. If you leave this work for the Chairman and Secretary and don't do your share, we will become a lifeless, listless mass. If at some future time you feel a desire to express surprise at our condition, please don't do it, because you have been the cause of this condition.

DIVISION CORRESPONDENT.

NOTICE.

CHELSEA, MASS., October 27, 1901.

To Members B. & M. System, Div. 59--

Have just received communication that our genial and efficient secretary and treasurer, Bro. J. B. Belding, is seriously ill and will not be able to attend to his duties for several weeks. If there is anything of importance, please send direct to this office until such a time when Bro. Belding will have recovered.

Yours in S. O. & D.,

J. B. Bod.
General Chairman.

Toledo & Ohio Central Briefs.

I believe I heard some one say that the O. C. boys had given up the ghost. Such, however, is not the case.

Now, boys, let us show our other Brothers that we are not dead nor dying. There have been a

few changes on our line since we were written up in THE TELEGRAPHER the first and last time.

Bro. Cook was transferred from Fulton to St. Marys, new division, with R. E. Gardener agent at "FU" now and Extra Agent Kawable appointed regular agent at Lemert, vice R. E. G.

Bro. Harrod, of "H," been promoted to "Z," Bucyrus, dispatcher's office. Good for you, "H." "H" is a good man and deserved the promotion he got.

We fellows out along the line are having an easier time now since all the north loads are going over the H. V.

Now, boys, let us work harder than ever to make this division solid. There are so few extra men on the line now that if we were a little more solid we could feel pretty sure of getting a higher scale of wages if we should ask for it. So the sooner we get all the "nons" in, the sooner we can look for something better than what we have now.

Begging pardon of Division Correspondent, I will cut out.

CERT. 1060.

St. Louis & San Francisco Railroad.

Beaumont Branch—

At Blackwell, O. T., we find Bro. W. R. Jackson, operator.

Bro. W. A. Walton is agent at Peckham.

At Arkansas City you will find Bros. J. R. Thomas as operator, and J. E. Haun as cashier, and C. F. Baker as check clerk.

At Winfield, Bro. H. S. Leavitt, operator and cashier.

At Floral, Bro. J. H. Constant.

Wilmot, Bro. H. E. Groom.

Atlanta, Bro. J. E. Jones.

Latham, Bro. O. E. Craine.

Beaumont, Bro. A. J. Hampton as agent; Bro. A. W. Holmes, day operator, and Mr. Wees, a C., B. & Q. man, as night "owl."

Bro. Constant is taking a three weeks' lay-off, being relieved by Mr. J. P. Ogelsby.

Div. Cor.

Providence Division No. 35.

AS FROM THE GRAVE.

Not a Resurrection, But a Transformation.

A System Division having been weighed and found wanting, we have reverted back to the Local Division plan of organization, under the direction of the president. And so we greet you again from the chair in our old hall, No. 193 Westminster street, and for information to members of System Division No. 80, will say you are all in Division No. 35 until the old Local Divisions are again installed throughout this territory, which will be at an early date.

Bro. T. M. Pierson, First Vice-President, was with us on October 2, and after an open meeting, which was well attended and well addressed, the members went into executive session, at which time the following officers were elected to preside over the Local Division for the present year:

Bro. George E. Joslin, Chief Telegrapher; Bro. A. L. Conant, First Vice-Chief Telegrapher; Bro. Geo. W. Burt, Second Vice-Chief Telegrapher; Bro. W. E. Rogers, Past Chief Telegrapher; Bro. D. D. Dean, Secretary and Treasurer.

After which the officers were duly installed by Bro. Pierson, and we are now open for business.

Now that we are adjusted for all kinds of weather and distances, it is made incumbent on each and every member to attend the meetings of this division the third Saturday of each month, at 8 p. m., when it is possible to do so.

It is believed that the old times of Division 256 are remembered by all. Where we enjoyed ourselves so immensely, and which we are to repeat. Hustle around, Brothers, and give your officers something to do in the way of candidates, and see what they do with them. Work of this kind is their long suit and they like lots of it. And besides, our goat has been tied up for so long it is liable to grow vicious and become unmanageable.

See which of you will be first to lead some worthy "Knight of the Key" out of the darkness into the glorious light of the O. R. T.

Remember the time and place of meeting.

All members who are in arrears for the current term are hereby requested to remit same to the secretary at once.

DIVISION CORRESPONDENT.

N. Y. C. & H. R. R. R.

Those who predicted that the N. Y. C. had a lot of dead ones who were willing to live and die at the rate of from 11 cents to 13 cents per hour, twelve hours per day, 365 days a year, with a few extra 24-hour tricks thrown in for good measure, will soon have an opportunity of changing their opinions. There are some very lively "dead ones" and now that they are coming out of their trance they are lively, indeed. There are no dead ones in the O. R. T. and those who are not already in line want to get a hustle on them.

The Central's inability to secure operators last summer was well illustrated when one of the boys asked to be relieved to undergo an operation. Our worthy chief told him to postpone the operation until the N. Y. C.—America's greatest—could find it more convenient to relieve him.

Verily, any of ye towermen who find it necessary to have a section of your backbone removed, will please give thirty days' notice, or, better still, ask for relief at the company's convenience. Dropping dead without sufficient notice is also strictly against the rules, and a doctor's certificate should always accompany a request for relief on account of sickness.

The N. Y. C. has on its main line from New York to Buffalo probably in the neighborhood of 1,500 men in the tower system. There isn't a main line switch but what is governed from the towers, to say nothing of approaches and leads to our big yards, etc. Under these conditions can anyone give me a rational idea or an excuse why

any operator or towerman should be willing to sit with hands folded, "star-gazing" twelve hours every day for \$40 per month, and handling something like 250 scheduled trains per day, when other roads are paying \$60 for the same work.

Our remedy, and the only one we can take, is the O. R. T. It is our order and for our mutual benefit. Can you or can I do anything individually? Have any of you ever got anything more substantial than promises that have failed to materialize, or have you ever been promised? Can you not realize that if you are ever to get anything it must be by a united effort? So let us join hands, solid from New York to Buffalo, from Buffalo to Jersey City, from Albany to Boston and from Buffalo to Chicago. Why is it the masons are getting \$5 for eight hours' work? Is it because of the great responsibility on their hands? The safety of thousands of lives and many more thousands of dollars? Or is it because they are well organized?

Does the engineer get \$5 and \$10 per day because he earns it any more than a towerman, or because they are well organized? Does the hod-carrier get \$2.75 for eight hours work because it takes exceptionally bright intellects to be a hod-carrier, or is it because they are organized?

Engineers get \$5 to \$10 per day. They are organized.

Firemen get \$3 to \$6 per day. They are organized.

Conductors get \$4 to \$8 per day. They are organized.

Brakemen get \$2.50 to \$5 per day. They are organized.

Switchmen get \$2.50 to \$5 per day. They are organized.

Masons get \$5 for eight hours. They are organized.

Hodcarriers get \$2.75 for eight hours. They are organized.

Go through the list of them all and compare organized labor with unorganized.

Telegraph operators and towermen, \$1.40 to \$1.70 for twelve hours. They are not organized.

If you find any class of unorganized labor receiving good pay you will find that they are in some way receiving the benefits of some organization.

I will make this assertion, and believe I will find plenty to bear me out, that a good many of the operators who now enjoy good positions, and are out of the order, owe that same position to the O. R. T. If for no other reason than that the O. R. T. has curtailed the supply and perhaps saved them from being crowded out, and by curtailing the supply of operators they have done considerable towards keeping wages from going still lower than they are at the present time, and there are a considerable number of roads enjoying O. R. T. schedules, with increased pay and better hours, and there are a good many more fast falling into line, and the N. Y. C. is one of them. Let each man do his part and we will come out with flying colors, and you can not do your part

by hanging back. So climb into the band-wagon while the band is playing a "forward march."

CERT. 307.

Great Northern Railway.

I have not seen much Great Northern news in THE TELEGRAPHER, so will give the boys a little reminder of the cold winter coming, and the number of "nons" we have up this way.

Wake up, boys, and bring some of these "nons" in out of the cold.

I am on a branch, so do not know all the boys on the main line, but if some of the boys would round them up I think we would have quite a string of Brothers.

I would like to see some one, who is a better journalist than myself, write up the Great Northern every month.

I will cut out now and say "GN," so some worthy Brother can have the string.

CERT. 7111.

Illinois Central Railway, Div. No. 93.

St. Louis District—

As no one has volunteered to give any news from this district as yet, I will endeavor to do so as a starter.

Our district now stands almost solid for the O. R. T. Have received three "nons" within the last few days.

Business is still flourishing, and lots of work for the boys. We hope to soon be able to secure better hours. Let us all look to that end.

All of us remember how we worked last winter, with no overtime, and a cursing when we unwillingly consented to come back after supper (as there were three or four freights), and the dispatcher said he might need us to "OS."

We don't want this condition of things to long remain with us.

Just at present, a funny illustration of the encouragement we receive from some of our superior officers comes to mind. The Dixie Flyer's engine became disabled at a way station not many nights ago, whereupon the porter was sent out to find the operator, as it was a day telegraph station. After groping about the room for his clothing, the operator hastened to the depot, about a quarter of a mile away. Upon reaching the station, the trainmaster, thinking it took longer than usual to get the operator, cursing, remarked, "It takes a — of a long time to raise you to get a passenger train out." The operator replied he "had to dress." Whereupon the trainmaster remarked, "You don't need any clothing."

Most of us are pleased with the new rules of the transportation department.

We find at "MS," Bros. Johnson and Rose, two jolly good boys, who have some business occasionally.

Don't know who is at Church, but think he is a "non." Boys, get after him, and make him come in.

At Belleville, "B," we find Bros. Woodward and Burnett. The former now has an assistant. It's a boy; twelve pounds. Bro. R. Burnett does the multiplicity of work, and talks Dutch at "Q."

Bros. Hudson, a new member, and Thomas each take turns at the key at New Athens.

An additional helper has been allowed Bro. Deutschmann at Lenzburg. Ask him for particulars.

Bro. Singleton, better known as "shorty," "OSes," and does a thousand other things at Marissa.

R. J. Stokes still hangs out the mail and talks to "BM."

Bro. Post, at Coulterville days, will order you a lunch at any time. Don't know who does the night trick.

Swanwick, next in order, has a lady operator while her father, M. A. Melbourne, is away.

Bros. Reader and Dunn copy "19s" at Pinckneyville. Bro. Reader is a late member, and a new man on our district, but a jolly good fellow after all.

Vergennes has a new agent. Don't know whether he is in the fold or not.

Bros. Higgins and Wildy ask for "9s" and give "ONS" grief at Murphysboro.

At Texas Junction is Bro. Figg, days. Don't know the night hawk.

Bros. Martin and "WS" do the biz at "DA."

Phelps, days at "CT" tower, turns the blocks. Who's next?

ERASMUS.

Freeport District—

We all like to read something about our own road once in a while, and as this end of it has never "been in it," I will try my luck, and if the goat don't get it, will come again.

I have read the October TELEGRAPHER through, and as I reach the end, I see an advertisement of the Illinois Central Railroad. It somewhat surprised me at first, but then I "thinkd" if a railroad will advertise in a labor paper, it must indicate that they are somewhat friendly to organized labor; then considering that only this month the company granted an increase of between \$400,000 and \$500,000 to the conductors, trainmen and yardmen, methinks it about time something was done for the telegraph department, too. Now, boys, you all know what we get—that little "yeller" check every month for \$40, and how many hours did you work to get it? How many switch lamps did you look after? How many times were you called in the night? Can one of you say you got thanked for it? No, and the pay car don't even stop half the time, but throws the check off to us.

Now, we have the material here on this road to make good O. R. T. men, and there is no excuse for us suffering all these things, when we might just as well be getting better treatment and more money.

I understand that the Freeport Division has the snug "little sum" of 80 per cent of the men in

the O. R. T. Boys, that looks fine, considering the fact the six months ago we had hardly 8 per cent, and if the increase keeps up (which I hope it does), we will soon be solid all over the line, and life will be worth living then.

I will take a quick trip over this district, but as I am only an agent, can't give the names of the night men.

"B," Broadview, C. H. Connors, agent.

"MD," South Elmhurst, W. H. Hurst handles the levers.

"SD," South Addison, B. T. Ireland does the transfer act.

"V," Cloverdale, H. J. Jones loads the milk, and they say he is taking German lessons on the piano.

"NA," Granger, T. W. Patterson, who also goes to North Wayne to put up four switch lamps.

"CN," Coleman, F. E. Lamboley, scale weight 179, but then it takes a big man to hold down that station.

"YD," Youngsdale, C. B. Westbrook handles considerable stock, and always busy in his garden or with his fine white leghorns; also does "fotografn."

"EP," East Plato, J. G. Smith loads the milk, but "JG" says he don't like to get up so early.

"PC," Plato Center, E. J. DeGrief has troubles of his own between that baby and the milk car.

"HF," Burlington, C. H. Fehr does the largest "milk biz" on the road.

"CE," Charter Grove, Mr. Evans coals the engines.

"GS," Genoa, Samuel R. Crawford does good business for the company, but all for same wages.

"QA," Colvin Park, John Babbler.

"FN," Irene, P. H. Morrison is the "corn king" on this line, always wanting box cars.

"P," Perryville, A. C. Green.

Here is where we cut out. If the rest of "youse" fellows want to see your name in print, write something next month. We will enjoy reading it.

Before I quit, I must mention our local chairman, Bro. F. H. Dunham, at Seward, in whom we have a good man for that office, and worthy of our loyal support in building up the O. R. T. All join hands.

There are only four "nons" between Freeport and Chicago. One has only worked two months, and, therefore, not eligible. However, he has belonged to a clerk's union, and his principles are "O.K." We'll get him in time, as well as the other three.

"OLD ADAM."

Jackson District—

As there has been nothing written about this part of the vineyard, will give you the names of a few of the boys, beginning at south end of district.

Taylor is first stop, where Bro. H. L. Turner is on hand to meet trains early and late. He also gives you the glad hand.

Next stop is the busy little city of Oxford, with Mr. C. M. Owen, agent, assisted in day work

by ex-Bro. L. E. Watson, and at 7 o'clock Bro. J. O. Lovett comes to the key, and runs things at night.

At Abbeville, Bro. Geo. T. Teague meets us with that glad smile and grip that only the true and tried can give.

A few miles farther north we find Bro. J. J. Knight on the platform, with seal, press and way-bills in hand. This station is Waterford.

Holly Springs, Bro. J. E. Drewery, day operator and ticket agent, with Bro. E. A. Shaw smiling over the counter at night.

Lamar, Mrs. A. B. McCarley as agent.

We are now at Michigan City, where Mr. W. P. Hardaway is agent, and an extra man, Mr. J. M. Graves hangs out.

At Hickory Valley we shake hands with Bro. W. H. Campbell, who is temporarily working for his brother, who, by the way, is an O. R. T. man from the heart.

Bolivar, Mr. W. A. Heouse as agent; night man, Mr. E. L. Shelton. Boys, don't stay out any longer.

Toone, ex-Bro. G. W. Faucett working for regular agent, D. F. Teague.

Medon, Mr. R. L. Baird as agent. Bro. Will R. Graham night man.

"YD," Jackson yard, I "13" both day and night men, are all right, but am sorry can't stop here and investigate. Have to hurry up and catch No. 25 back.

Bro. E. L. Mathis, formerly agent at Abbeville, has been transferred to Medina, Tenn.

Will cut out, for I hear the editor's goat coming.
CERT. 3679.

St. Louis Division, No. 2.

The special meeting of Division No. 2 was held on the night of October 14th, in Druids' Hall, at which the Grand Officers and nearly every representative to the Grand Division were present. Twenty-five applications for membership were read, ballotted upon, and the applicants elected to membership.

Four candidates for initiation being present, they were duly initiated.

After the transaction of routine business had been completed, under the head of "Good of the Order," addresses were made by Grand Secretary and Treasurer Perham, President Dolphin, Senior Past President Thurston, and Past President Ramsay, in the order named, all of which were greatly appreciated by the large number present.

At 11 o'clock the Division closed in due form, and those present retired to a nearby restaurant, as the guests of the Division, where a supper had been arranged, and all partook of their fill, an adjournment not being taken until a late (early in the morning) hour.

The regular meeting of the Division, on the 21st, occurred in our regular hall, and for the first time since the organization of our Division, our Chief Telegrapher, Bro. L. W. Quick, was absent, on account of being in attendance, as Grand Secretary and Treasurer, at a meeting of

the Board of Directors, and, therefore, First Vice Chief Telegrapher Lafever was in the chair.

Regular routine business was transacted, and the Division closed in due form at 10.30 p. m.

L., H. & St. L. Ry. Notes—

If given the space, will endeavor to write up a few items concerning the boys on the "Henderson Route." I have been waiting in vain for some good-natured brother to rise up and represent us in the TELEGRAPHER, but they seem timid, and somewhat "afraid of themselves," and so I will make an attempt, and if the editor don't consign my efforts to the waste basket, will try again.

To begin with, I wish to say a few words on the importance of solid organization, and standing together firm, and never for one moment "back down" on anything. Brothers, we cannot afford for one moment to be a band of organized cowards. Never in the history of warfare did an army of cowards achieve a victory. There is no doubt but what we will encounter some obstacles if there is ever a schedule gotten up on our line, but what of that? "United we stand, divided we fall." So, brothers, let us all wake up and take example from the renowned Shley, who crushed the power of the Spanish navy in the harbor of Santiago, on the morning of July 3d, 1898.

The name of this great warrior will go in the history of the world for ages. Why? Because he knew not fear, and carried out the instructions of the Commander-in-Chief to the letter. Thus shall it be with organized labor, if we will obey the subordinate officers of our beloved order, and push forward, and demand our rights. Our name, the grand, old O. R. T. will go down in history as one of the organizations that held up the hands of a part of struggling humanity. There are many of us on the "Henderson Route," and I can say with authority that we will stand by her, and forever hold her up in our humble way as the only light and only *salvation* for the struggling telegraphers all over this broad land.

I will not try to write up the boys in consecutive order. To begin with, will call on Bro. Hancock. "HK" wires the "corrections" from "FH" agent's office, Louisville, and succeeds in getting up a "scrap" with Bro. C. M. Blevins, at "NY," with every correction. They are good friends, but just simply enjoy a little fun at times.

At "DI," dispatcher's office, we have our old friend, Bro. L. O. Stiles, third trick dispatcher. "S" has a pleasant "GM" for all the boys, and is holding down his new job in a very creditable manner. There is an old timer down at "Br," but we think he is a "non," but has promised to come in the fold.

By the way, like to have forgotten Bro. Byers and his night owl at "WS," West Point. We do not know the owl, but think he is O. K., and in line.

At "H," Hawesville, we find Bro. Bruner still at the bat, and not ashamed to acknowledge it. "C" is a married man now, and we don't think

he is any longer in love with taking his tea at 11.08 p. m.

Bro. Behan, at Cloverport, does the "OS" act.

Drop us over to Lewisport, "G," and we find Bro. K. P. McGill at the pump when he is not pulling his semaphore string. We "13" "K" is off at present on sick leave, and his place is filled by a "non" for a few days.

Over at "N," Owensboro, we find Bro. Haynes, an old head, taking in the cash, and reporting everything by on time.

Bro. Tom Lynch does the night act with the aid of expense bills, etc. We think he finds plenty time in which to amuse himself.

Hello, Bro. Sam Gough, over at Stanley.

Bro. R. B. McCarty, at Spottsville.

Bros. Blevins and Hoard, at "NY," Henderson yard, and Bro. N. J. Winstandley at "F" agent's office.

We will just listen to your sweet voices over the phone, and bid you adieu for this time, as we must be about the work of "the master."

Trusting we will hear from one of you through the TELEGRAPHER, I sign myself, as ever,

"OLD ZIP COON."

Erie Railway.

Cincinnati Division—

The advertisement of jobs of October 16th resulted in the following appointments:

H. W. Sherrod, Nankin, nights.

G. C. Weddell, "YD" tower (Akron) nights.

V. J. Worcester, Pavonia, nights.

W. H. Bender, Logan, nights.

F. E. Wise, West Salem, nights.

W. H. Husted, "AC" tower (Marion) days.

Appointments made on the other advertisement were:

P. J. Kennedy, of Marion Jct., "G" tower (Marion) nights.

C. C. Campbell, of "YD" (Akron) to "AC" tower, nights.

R. D. Wilson, of Pavonia, to No. Lewisburg, nights.

Frank McCulloch, of Logan, to "CN" (Caledonia), nights.

Ray Tallman, to Peoria interlocking, nights.

P. C. Callahan, to Sherman, nights.

The boys are glad the jobs are again advertised.

J. H. Organ, former agent at No. Lewisburg, is now on nights at Marion Junction.

T. C. Lewis, of Mansfield, has been on an extended vacation, with E. E. Cassell as relief.

W. H. Todhunter, formerly of "RT" tower (Galion), is now on the Big 4.

There is a night man on the east end of the Cincinnati Division who has certainly been taught a lesson as to what a student will do in the way of "doing" his instructor when he gets ready for a job. The "professor" was having a fine time in the "hay" every night, while the student was "doing" the work. One fine day, in steps the Superintendent and espies Mr. Student loitering

around on the outside, as the day man does not teach them, endeavoring to catch the news on the wire. Upon asking the day man who the young man was, he was told it was the night man's student. The Superintendent then went out and asked him how he was getting along. Mr. Student was anxious to tell the officials how "swift" he was, so he told the Superintendent that he was getting all the blocks for the trains, and was reporting them. The Superintendent inquired as to the whereabouts of the night operator, and Mr. Student, thinking that he was about to impress the Superintendent that he was a "sight," said, "Why, he sleeps all night, and I do the work." What was told the night man was a plenty. The Superintendent said to him that he thought he had better arrange for him to go to bed and stay there while he got some one else to do the work. Last heard was that the aforesaid night man was doing his own work. It is hoped that he will reform now ere his name appears on the list with a star next to it, denoting him a student teacher.

There is another night man not far from this one that might take heed from this that students will not hesitate to get you into trouble in some manner or other. Look out for the list of "nons" and "profs."

M. E. Walsh, of "YD" tower (Akron), was married, September 26th, to Miss Lizzie Werner, of Akron. They attended the exposition as their wedding trip.

J. C. Mullinix, of "DI" tower (Kent), was married, October 24th, to a Kent girl. Have no details. Success to you, boys.

There are a few more boys that are thinking very strongly of following the two above. A moving cigar stand would do well along this division.

Glad to announce that John S. West, night ticket agent at Union Depot, Akron, got another raise, and now is getting \$60 per month. John was formerly in the telegraph service on this division.

It is hoped that by the time this reaches the readers, that we will all have met and talked over matters at a big meeting at which our delegates will have been present to tell us of the big convention. Come to future meetings.

D. W. Hall, former agent at Creston, is now in the Erie freight office at Akron as clerk.

The mix up at "RN," Marion Junction, finally straightened out, Bros. Hogan and Tynan keeping their old places, Bro. Organ taking "RN," nights.

Have not yet heard of any one being injured in the jam in trying to get into dispatcher's office. Any one looking for work can find it, and in abundance, by entering "GN" office. Some of the boys there say they are dead willing to give you a show.

J. P. Wilson gets "GI" tower, Galion, days.

Rumor has it, Martel (interlocking job) will be handled by three men (eight hours each) soon as that plant is completed, eight more levers being

added, making twenty-seven in all. A good thing. Push it along.

Operator Burton, at Martel, off about two weeks. Bro. Ballinger, same place, off few days. Bro. Wise pulling levers.

Bro. Urdle, of Wadsworth, off few days, Opr. Sherrod relieving.

Bro. J. E. Cyphers, agent at Martel, resumed duty the 20th, after about six weeks' sickness with typhoid fever.

SEVENTY-ONE.

Franklin Branch—

Bro. Clancy was down this way last month, and made a good impression on the "nons."

Bro. Stevenson, of Reno, took a little time off, relieved by extra agent Taft.

Glad to see our friend Powers resume work at Franklin freight house.

One of the operators was turned down as next regular agent. Seems they are using bill clerks and making agents out of them. Better come in, old man.

We are working on some good plans to help the boys out before long.

Business is on the increase; in fact, has increased so much that the old Erie is about blocked.

Lots of changes lately, especially in agents.

New card scheduled for Nov. 3, but that does not mean new schedule.

CERT. 213.

Lima Division

By the time this reaches the boys, the new time card will be in effect, and quite a few of the Erie operators, especially the night owls, will be disappointed. None of the night trains will be arranged more convenient than at present, and no trains will be changed except No. 13 and No. 77, which will come an hour earlier each.

Bro. J. W. Hopkins resumed work about the 24th, and his night man, Bro. Waxey Connors is off for a few days. "CN" was relieved by Bro. Pearl Smith, extra owl.

Bro. Harbison is again slinging the lightning at Spencerville, and Bro. Strode, who did the act while Grant was off, has resumed the night trick. It is said that Bro. W. H. Smith, who did the night work there, has left the Erie and accepted a position with the Wabash. We always regret losing a good man.

Markle, nights, Tocsin, nights, and "MJ" tower, nights, were advertised, the 18th, as vacant for the oldest and most competent men. Bro. Earp, of Ohio City, is the lucky 'rheub' that drew Markle. Bro. Crist, of Uniondale, goes to Tocsin, and Bro. Calking, of Huntington, goes to "MJ" tower. By the way, Bro. Earp has a new baby girl down at his house, and no cigars yet. Don't forget that William Penn, "MF."

Operator Sylvester, Moran's Switch, days, is off for a few days' vacation, relieved by Bro. Loutzenhiser, who in turn was relieved by Bro. Dutton. "XN" is away, looking after his farm.

down in Larue township. It is said that his days at the key will soon be over, and he'll live happy ever afterwards on his farm.

Bro. C. N. Aldrich is in receipt of a letter from Secretary Abbott, discussing the advisability of arranging for each division to have a meeting each month, or as frequent as possible. This certainly could be arranged very nicely, and there's hardly a doubt but what all would take more interest in the order. As it is, our only information comes from the journal, otherwise we are simply members. Write Bro. Aldrich about it, boys, and see if we can't fix up a meeting some time in the near future at Lima, either in the afternoon or evening, and invite all the boys along the line, whether members or not, and we can at least get a chance to talk to them.

Meadville Division, East—

Bro. Broderick bid in "WC," days. We think Bro. B. now is happy.

Ext. Opr. Welch is working at "WC," nights. Wonder if the night trick will be bid in by some of the O. R. T. boys.

Everything is quiet at "WO," now.

Bros. "G" and "M" have had a good hot time with the Pan-American trains, and like a good many other of the boys, glad it is over, as it always is more work but no more pay.

McElroy, of "I," has returned to work again, he having had a run of fever. The boys all are glad to see Mc back again.

Opr. Flaherty has returned to "MV," nights, after taking a trip to the Pan-American.

Opr. W. L. Jobs was on extra list for few weeks, but has resigned again. He says there is nothing in it to work twelve hours for 13c. per hour. Any old thing is better than that, nowadays. We think he is about right, considering the duties of an operator.

Bro. S. E. DeWitt is back from St. Louis, where he attended the convention. Everything is going along all O. K.

Bro. J. M. O'Neil was off for a few days, account of not feeling well.

"JB," of Jamestown, has again opened up on the squirrel and partridge with that 'er gun, but the reports we hear of don't always come from the gun. He is liable to run up against the real game some day.

It is to be hoped that the next meeting, which will be held at 105 West Third Street, November 23d, will be better attended than the last one was, as we have much business coming up that needs the attention of all the brothers, as it is of great interest.

There were two applications received—John Madden and H. Wilks Swerman at "JN." Committee reports favorable to their admission. Now that there are a few yet to ride the goat, I hope every member will see that he approaches these "nons," and round them up, so we can clear the road of "nons" by January 1st. This can be done now, so let every brother do his part, for

certainly Bro. Clancy did his work well, and we must not go to sleep now. CERT. 39.

Chicago Division—

What is the matter we can not have any news from this division each month? Let us get a move on ourselves, and rub the dust out of our eyes, and get down to business. There are plenty of "nons" on this division for us to work on, now. Go after them, brethren, and bring them in. There was a time when the Chicago division was solid, and may the day soon come when we can see it so again. That time will never come unless we do our duty. Don't wait for your neighbors, or your officers, to do the work, but every one of us should put our shoulder to the wheel and push.

Who was the lucky man to get Fifty-first Street? Here is another good example for the "nons."

"Dog Face" Sallade gave up the agency at Athens. Did not learn the cause, but suppose the people there did not use him as a "gentleman." Vacancy filled by Mr. Stout, from Aldine.

Mr. Paddock, from Bass Lake, took Aldine, and Bro. Reichard got Bass Lake.

Bro. Chapman traded with Shipley at Bolivar.

Bro. Clements has resumed duty at Palmer, after a sickness of about two months. Glad to hear you are well again, Ed.

Sister Chandler bid in Clanricarde, days. This makes "CA" solid again.

There are several new faces on this division, but as near as I can learn, none of them are called "brother." Come in and join us, we will use you right.

The graduate from the "telegraph" school, at Valparaiso, that tried to hold down Palmer, flagged No. 5 to send a message to the agent, and he has not been heard of since.

We expect to hear all about the "doins" at St. Louis soon as Bro. Lynch returns.

Bro. Imes is filling Bro. Lynch's place at Highland while the latter is attending the convention.

Bro. Berlin is away this month. He has taken his wife to Kenton for treatment in the hospital. We hope to hear of her recovery. A Mr. Spears from the I. I. & I. is filling the vacancy.

Just at present there seems to be a scarcity of extra men making it almost impossible to get relief.

Such times as this is to our advantage, and shows that our work of keeping the students out has been a success. Why cannot all the men look at this matter from a sensible view, and say if we stand together we are sure to succeed. There is no question about it. If part hang back, that makes it that much harder on the ones that say we will. How the "nons" would grab for a raise of \$5.00 per month, but when it comes to helping to get it, that is another thing. One of them is on record as saying \$45.00 was enough for any operator.

Now, brothers, let us see if we cannot make a good showing for the remainder of this year.

Any brother that has any suggestion to make for the good of the Order should lose no time in

making it known. We will never make this work a success by keeping silent. Remember the old saying, "If at first you don't succeed, try, try again."

CERT. 463.

Buffalo, N. Y., Div. No. 8.

Perhaps you have thought that old No. 8 was dead, lost, strayed or stolen, but the fact is, that since its reorganization, last December, it has arisen from the ashes and assumed the form of a young Hercules, growing stronger daily, with the prospects of ranking among the leading divisions east of the Mississippi River. From a membership of over three hundred a year ago, it dwindled to fifteen, when it took a new lease of life, with entirely new blood, until to-day we have a solid, healthy division, composed almost entirely of New York Central operators, who have awakened to the fact that in organization lies their only hope of emancipation, as is proven by the number of new divisions that have sprung up on all the different divisions of that road recently. We have a young rival on the Mohawk division, located at Utica, that is giving No. 8 a hard rub for first honors, and now we have another young bidder for honors at Ossining (formerly Sing Sing), on the Hudson River division. Still another at Corning, on the Fall Brook division, who has entered the race, but I do not think that old No. 8 will relinquish the blue ribbon if it can prevent it.

Brothers, you have entered the race; do not lose interest in this race, but keep going until you finish under the wire first. Keep your dues paid up and induce other brothers to do the same, and speak to some non-member that you are acquainted with and induce him to join. Keep at him until you land him. You have made a good start; don't become faint-hearted and drop out of the procession; the goal is in sight. Will you reach it? Send for several copies of THE TELEGRAPHER and distribute them among the nons, together with an application blank that can be had for the asking, and give them a little common sense talk, showing them where they are making an error in remaining out in the cold, and there will be no doubt about your landing them. The Grand Secretary and Treasurer will be pleased to send you a supply of journals and application blanks upon request. Try him and see. Every new member that you secure strengthens the cause for which you are working. Do your duty. Remember the oath you took at the altar, and buckle down to the work laid out before you, and you will have no regrets.

Notes—

Buffalo Division, No. 8, held its regular monthly meeting at Zaepfel's Hall on the 24th instant. The meeting was well attended, with Bro. W. O. Jackson in the chair. Two new members were admitted into the Order. Minutes of the preceding meeting were read and approved,

after which the delegates to the convention gave an outline of the work done at St. Louis by the Grand Division. We expected twenty-three new applications for this meeting, but they did not show up, but will no doubt have them for the November meeting.

Bro. M. F. Metcalf was appointed a delegate to represent Division No. 8 at a union meeting to be held at Syracuse on November 20th.

After a little talk on the Good of the Order the meeting adjourned at 10:30 P. M.

Bro. W. P. Mansell has not missed a meeting since the reorganization of the division. That is the kind of loyalty that talks.

Bro. F. A. Retallack, our genial S. & T., is another who can divide honors with Bro. Mansell.

Bro. Otto A. Siehl, who manipulates the levers at the Looneyville tower, on "America's Greatest" four-track road, is also a regular attendant and a hard worker for the cause.

Bro. W. S. Scott, who handles the levers at Niagara Falls, filled the marshal's chair in the absence of the regular incumbent.

Bro. W. G. Silliphant, also of Niagara Falls, is equal to any midway spieler when he speaks on the "Good of the Order."

There is lots of good material on the Falls branch yet for No. 8. Get after them. How about tower 58?

The S. & T. has his receipt book handy for any one who wants to invest \$3.50 judiciously. He remits your money and you get your up-to-date card, and it looks real pretty, too. His address is 133 Hawley street, Lockport, N. Y. Just try him.

If you have any news for THE TELEGRAPHER, send it to me, so I can mail it with my regular notes. Don't be backward in sending me anything that would interest the fraternity, and the brothers on the Central in particular.

W. O. JACKSON,
Div. Cor.

106 Brinkman street, Buffalo, N. Y.

IN MEMORIAM.

WHEREAS, In His infinite wisdom our Heavenly Father has seen fit to remove from our midst by death on June 16, 1901, our charter member and most loyal Brother, F. A. Hallock, and,

WHEREAS, Bro. Hallock was one of the founders of Buffalo Division, No. 8, and for years Secretary and Treasurer of the same, who worked night and day for the cause, sacrificing not only time and money, but even his health, for the up-building of the Order, therefore, be it

Resolved, That by the death of Bro. Hallock our division sustains the loss of its most faithful member, the telegraph Fraternity the loss of one who was an honor to their profession, and one who was always ready to help another in the time of need. And be it further

Resolved, That although our division has sustained a loss which can not be replaced, still more sad is the affliction brought upon his loving wife and daughter, who are deprived of a devoted husband and father; and be it further

Resolved, That we extend to the bereaved family our heartfelt sympathy in this their hour of grief, sympathizing as we do with the faithful wife, who has worked hand and heart with him for the interests of the Order; be it further

Resolved, That our charter be draped for a period of sixty days; a copy of these resolutions be sent the bereaved family; that they be spread upon the minutes of the division, and a copy be sent THE TELEGRAPHER for publication.

(Signed) F. A. RETALLACK,
W. P. MANSELL,
W. G. SILLIPHANT,
Committee.

Camden Division, No. 84.

W. J. & S. R. R. Notes—

The boys claim they are getting blind looking for something from Division No. 84, therefore to save their sight, and with apologies to our correspondent, will do some pounding on my old "mill."

Bro. Hitchner, heavy man at "BO," off on week's vacation about middle of month.

Bro. "WZ" Schwarz held down brassy end of "BO" during absence of "WM."

Bro. Lloyd, of Woodbury H'ts, and Bro. Caferty, of "HX" air tower, Amboy Division, represented division at the convention. Hear they had "hot" times out there.

Our heavyweight, Bro. Hand, relieved "JD." Wonder if he attended the wants of Lloyd's stock?

W. Duble, from Burleigh "Xover" Anglesea Br., now at Woodstown as platform man.

Bro. Riley, transferred from Sea Isle Jct. to Sea Isle City, relieving our backsliding Bro. Struthers, who resigned to accept position with "WU" at Altoona. Wonder if "JS" misses all the girls he had at "SI."

"Larry" Hand, Pennsgrove Br., freight agent and second trick man at Woodbury ticket office, goes to Superintendent's office on 28th of month.

At Peacock, the man who used such large words in his resignation of the agency at Sewell, relieves "Larry" at Woodbury.

Boys, if you want your salaries raised, see "AN" about it.

Bro. Schwarz has been appointed acting extra agent.

Ellenberger, from "FX" to Sea Isle Jct. Relieved by Pancoast from "HN," days.

W. King, from Berlin nights, to "HN" days. H. Reinhold, from Kirkwood nights, to "HN" nights, relieving Howett, who resigned.

C. W. Smith goes to Wenonah as brass pounder. H. G. Bowman relieving him as agent at Atco.

J. F. James, agent Westville, off on month's vacation. He is taking in the sights of the different States between the Atlantic & Pacific Oceans. Going to San Francisco via Chicago and Salt Lake City, and returning by way of Mexico. A. W. Heppard relieving James. McClure slinging lightning, using his Chinese code.

Hear that extra agent Campbell has been married. Smoke up, Joe.

Boys, get after the "nons." Talk them deaf, dumb and blind, and they will soon see the error of their way.

Will break off now, and do some more chewing later on, if this passes the goat.

KIBOSH.

New York Division, No. 44.

L. I. R. R. Notes—

Bro. E. R. Collins is working as extra agent on the West Shore R. R., and doing well.

Bro. Geo. W. Hilley, day towerman at Jamaica Cross switches, has become a benedict. "H" is very popular, and has the best wishes for a bright and happy future from a large circle of friends.

Bro. H. L. Hedger, of Glen Cove, spent a pleasant week at the Pan-American Exposition.

It is rumored that Bro. J. E. Howe has returned from Baltimore, where he was employed with the B. & O., and is again working in the vicinity of dear old New York.

Bro. F. M. Capach, on his return from the convention in St. Louis, took in the Pan-American at Buffalo. Imagine a towerman on the Midway.

Chief Telegrapher H. W. Grassmyer enjoyed a brief vacation in Pennsylvania, among relatives and friends.

We heard of a case of nervous prostration along the Montauk Division. "Just look at me now." Poor boy, you have our sympathy.

Mr. T. J. Luckett, formerly a well-known member of this division, but of late years engaged in the United States Custom Service, has left for Denver, Col., to regain his health. Mr. Luckett's failing health is met with universal regret by a broad circle of friends, who are wishing him a speedy recuperation.

Mr. A. C. Hageman, of the official staff, enjoyed a brief but well-earned vacation at the Pan-American Exposition.

Bro. R. D. Matthews is one of the most bustling members of this division. You must be strictly O. R. T., or else you cannot class yourself among Roy's friends.

All candidates that can attend our next day meeting at Klobutscheck's Hall, corner Vernon and Borden Avenues, L. I. City, on Tuesday, November 19th, 10 a. m., are requested to present themselves for initiation. Every brother that can possibly do so, should attend this meeting.

Bros. T. J. Stack and T. R. Higgins are again residing in L. I. City.

Bro. J. H. Streater, of Garden City, is on the sick list. We are hoping for a speedy recovery.

Bro. Joseph Thompson will soon bid farewell to his bachelor days. Cards and cake.

It is rumored that Bro. W. A. Tripp has sold his interest in the Elmhurst Cafe to James Connors, formerly a towerman at Penny Bridge.

Bros. A. J. Porskieves and R. D. Matthews were noticed scouring the forests in the vicinity of Maple Grove, on October 27th, in search of hickory nuts. Boys will be boys.

Bro. J. J. Martin, of the Grand Division, lately employed on the Baltimore, Chesapeake & Atlantic R. R., is with us for a permanent stay.

Div. Cor.

Belpre Division, No. 12.

Ohio Division, B. & O. S. W. Ry—

I will endeavor to furnish a few lines of information for the boys of Division 12, who, I am sorry to say, have not been represented in this magazine for some time. Commencing at—

Parkersburg Yard office, we have Bro. G. J. Steurer, our Secretary and Treasurer, head over heels in biz.

Parkersburg Depot, Bro. Jno. McGraw, days, and Bro. H. B. Williams, nights, handling the fast trains.

Belpre Yard office, Bros. P. Costello and T. P. Costello, days, and M. McGraw giving them tonnage at night.

Torch Hill, Mr. L. Posey (who never says a word), agent, while Mr. Harmon, from Cozadale, works nights.

Coolville, Mr. Winters is agent.

Stewart, we find Bro. M. J. Charlton smoking Melchi's penny stogies, and doing agent's work at the same time. Bro. H. O. Shirley watching the stars.

Guysville, we have Bro. C. C. Hulbert, with his watch pocket full of peaches.

Canaanville, agent Bro. F. C. Webster handles a trunk once in a while.

Athens, we have the genuine Bro. T. O. Hallom who sells coupon tickets a yard long. Mr. Fryburger smokes a cob pipe at night.

Grosvenor, K. M. crossing, we have Bro. (Button) Betz swinging levers days, while Bro. F. O. Allison does likewise at night; former day man, Bro. Wentworth, has resigned.

Marshfield, we have Bro. G. L. Pake, days, and extra operator Leinly, nights.

Bro. J. F. Shannon, regular night man, sorry to say, is on the sick list.

Mineral, we find Bro. S. B. Phillips billing them out.

Byers Jct., Bro. W. W. Burch handles B. & O. and C., H. & D. trains, days, with Bro. V. L. Ray doing the same at night.

Ray, Bro. F. D. Knowlton, days, and Bro. P. W. Doles, nights.

West Jct., we run up against (the invincible) Bro. Ed. McGue working days, with Joner Smith, of Eighth Street fame, working nights. Mr. Mathews, regular night man, is at Hamden, relieving Opr. Donaldson, who in turn is relieving Dispatcher Scully, of the Portsmouth branch.

Chillicothe we have out generous chief dispatcher, J. R. Sanford, who aims to secure good service from the boys by setting the example himself.

"RK" tower, Mr. Neff days, while Bro. D. D. Swartzler, brother to Dispatcher Swartzler, swings levers at night.

Musselman, we find Bro. W. A. Poling smoking natural leaf at night, and Bro. A. W. Morrow, agent, busy as he can be.

Greenfield, we find Bro. P. L. Moriarity, days, with Bro. E. Greasley, as night man.

Blanchester, Bro. F. S. Bean, agent, Mr. E. Lowry, day operator, Mr. C. S. Leever, nights, with a student. Wonder if he has him there to carry "WU" messages at night.

Windsor, we meet the clever Bro. F. P. Leary, the busiest agent on the whole road.

Pleasant Plain, Mr. Steward, relief agent, works days, regular agent, Bro. G. E. Wharff laying off. Bro. E. O. Craig works nights.

Remington, Bro. E. L. Strawser, agent.

Madeira, we find our chairman, Bro. C. D. Pairan, working days, while Bro. A. C. Borden is the astrologer.

Madisonville, Bro. S. B. Lafaber keeps things clean.

Stock Yards, we find Mr. John Uhrig, days, with Bro. H. H. Sanford, brother to our chief, working nights.

Hills, Bro. J. F. Toohey, agent.

Bond Hill, Bro. G. M. Sauer, agent.

South Webster, on the branch, we find Bro. J. R. Lambert, agent.

Berlin Cross Roads, Bro. H. H. Leive, agent, with a little C., H. D. work on the side.

Carbondale, we have Bro. C. V. Hester, agent.

The above is the best I can do for you this time, as I have not been with you long, so if there are any of you whom I have failed to mention, please excuse me this time.

CERT. 161.

Otto M. Slowter, agent for B. & O. R. R., at Ben's Run, W. Va., while assisting in handling freight at his station Monday, October 21st, slipped and fell under a large ten-inch oil well casing, weighing 500 pounds, which rolled over his body, fatally injuring him. He was removed to St. Luke's Hospital, Parkersburg, W. Va., where everything possible was done for him. He lingered until Wednesday afternoon, when he passed peacefully away. His brother and sister were with him to the end. Bro. Slowter, while a young man on the line, was well liked by his employers and associates, and his death has cast a gloom over the division. Arrangements had been made by Division No. 12 to attend the funeral in a body, which was to occur at Ainsville, O., on October 25th, but owing to nature of his injuries it was necessary to hold the funeral one day earlier than had been decided upon, which made it impossible for us to go, as we were not notified in time.

The following resolutions were adopted:

WHEREAS, God, in His wisdom and mercy, has seen fit to call our brother, O. M. Slowter; be it hereby

Resolved, That as members of Belpre Division. No. 12, O. R. T., we realize the loss of our brother, who has answered his last "call," and

while lamenting his untimely death, we bow to an all-wise and merciful God; be it further

Resolved, That we extend to his bereaved brothers and sister our profound sympathy, that a copy of these resolutions be spread on the minutes of our division, a copy furnished THE TELEGRAPHER for publication and a copy delivered to the family of our deceased friend and brother.

G. J. STEURER,
M. MCGRAW,
P. COSTELLO,
Committee.

H. E. & W. T. Railway.

As the boys on the "EW" seem to all be asleep, the writer will endeavor to wake them up, by letting them know what we have on the "GAL."

We start at Houston, with Mr. D. S. Gallagher, superintendent transfer and train master, and there's no finer fellow than "G" on any railroad. S. P. Coughlin does the day dispatching trick, while Melton does the owl act. Don't know how they are, but they are good fellows, at any rate.

First station out is Humble. Qualtrough is agent and operator.

Next is New Caney; E. A. Meekin agent and operator.

At Cleveland we find W. Morris, agent; Peoples, night man.

Shepherd is next on the time card, with Bro. T. G. Bracken agent and operator. "GB" is one of the best stayers, and if we had a few more like him we would soon have things going the right way.

At Goodrich we find Mr. McCrary.

At Livingston is Bro. Blalock, agent, and Bro. Tidwell, nights.

Mr. Burton holds 'em down at Leggett.

Mr. Marshall hits the ball both day and night at Moscow.

At "JC" Corrigan Ford is agent and Bro. Whitfield listens to the hoots of the owls at night.

At Burke, "UM," is D. B. McCall doing the day and night brass pounding, and is also post-master.

A few miles through the long-leaf pines brings us to Lufkin, where we find the O. R. T. boys by a large majority. Bro. J. E. Propst, agent; Bro. Blake, days, and Bro. Hardin, nights.

At Nacogdoches M. J. Dooley, agent. Bro. Mast does the sleeping at night. Don't know who is working days now, since Bro. Tom Fall quit us to take a position in the Western Union at "HO."

Hunt, at Appleby, gets up to meet both of the night trains; also works days.

Garrison is next, and the last wet place between there and Shreveport. Bryant is agent there.

Timpson is next, and was a fine little town until recently nearly destroyed by fire. H. R. Fory, agent; J. G. Ellington, days; Bro. W. M.

Ross, nights. "RS" thinks they ought to furnish him a cot to go with the night trick there. At Tenaha is Mr. Clayton, agent and operator; don't know whether that was correct grip he gave me or not.

At Joaquin Will Oxsheer is agent and operator.

We cross the beautiful Sabine, after a journey of only three miles, and find at Logansport T. T. Calhoun, agent; Bro. Price, days, and James Butler, owl man.

At Keachie is a ham factory, with F. O. Spilker, agent and chief operator.

We end with Shreveport. W. S. Carter, agent; R. E. Agnew, days; F. C. O'Hara, nights. Bro. Rachel, who was working days, we understand, is still in the office. Don't know what he is doing, but he must have gotten something better. CERT. 6530.

Pere Marquette Division, No. 39.

Bro. H. J. Stroupe, formerly agent Coleman, has gone south to seek a warmer climate. Bro. A. R. Brooks, from Minden City, relieved him.

Bro. J. H. Bodfish, operator Mount Pleasant, is about to enter train service.

Mr. C. S. Hill, promoted from nights at Ludington to days.

Bro. F. M. Hughs, from Niagara Falls, Division No. 16, is working in "GO," Saginaw.

Bro. W. S. Nicholson, agent, Monroe, resigned, to accept position with the Western Union at Detroit. Mr. N. Sigsley relieved him at Monroe.

Bros. S. W. Maywood, of Plymouth Yard, I. E. Curn, of Plymouth Station, and Mr. G. H. Grable, of Monroe, are on a Western tour.

Bro. A. B. Clark, of Welton, on G. R. & I., who has worked in "GO," Saginaw for a few weeks, has returned to the G. R. & I. as general relief agent.

Bro. E. N. Holcomb, of "SF," Saginaw, has just returned from a two weeks' vacation; says he had a good time, and wore out his Sunday shoes hunting quail.

Bro. S. W. Miller, formerly operator at Waverly, has opened a lunch room, and it is the sincere wish of the entire fraternity that he prosper. Bro. Miller has always been a hard worker for the Order, and has the best wishes of all.

It is to be hoped that the new General Committee will get down to business without delay. The road is thoroughly organized, and on a working basis, but we must keep after the new arrivals, and some of the old timers. If you have a kick coming, take it up with your local committee, and keep after it.

Operators are in demand in these parts now, and nothing should prevent us accomplishing much good the coming year.

Send in items of interest to division correspondent.

If you can not get to Saginaw for meetings, notify Bro. Watson, and he will arrange to hold them occasionally, where you can attend.

You will receive mail during this month from local secretary and treasurer, which requires prompt attention. Do not fail to reply as directed.

DIVISION CORRESPONDENT.

Southern Pacific Division, No. 53.

Los Angeles District—

There has been nothing from the Los Angeles Division for some time, so we will hand in a few notes showing the line-up on the main line, at least, of the men on the Division. There are few, if any, happenings sufficiently out of the usual order to be worth mentioning. However, we look for the busy season to begin shortly, which, it is presumed, will increase the work sufficiently to justify cutting out Division wire, putting in another set of dispatchers and refilling the few night offices closed on the east end.

We fear that some of the reactionary influences of a first-class agreement have caused some of our Division to lay back on their oars and lose interest. It certainly behooves us to live up strictly to our agreement as much as it does the company. There are some who find fault with the weak spots in our agreement, and say that when those things are corrected they will come back into the ranks. That is certainly no way to help correct a flaw. Come in, put your shoulder to the wheel and make the changes. With such an excellent agreement, in most respects, it should be the pride of each man on the System to live close up to the spirit of that agreement.

It is a source of embarrassment to one deeply interested in the best welfare of his fellowcraftsmen to see the little interest taken in things that fit themselves for better service and for deserved promotion. We know that often we see those run past us who do not deserve it, but it will not help matters any to buck; the only way to help it is to stick close to the thing that has helped you to the extent you have been helped, and try and strengthen the weak places and make it strong in every way.

We on this Division sadly need our general chairman to see us personally and get acquainted with us and our wants and conditions. Many would take a new interest if they felt that they were really of some consequence to the Division. We need cheering up.

It has been a source of great pleasure to see the vacancy list come out regularly of late. Vacancies are advertised more promptly than usual, and the operation of the Division seniority clause of our agreement has been the means of great benefits to all concerned. Apparently there are numerous changes being made among the men, but considering they were placed wherever a former vacancy happened to locate them, irrespective of seniority rights, the number is not so great, after all.

A sign of greater efficiency in the ranks of the men is that many are taking up the mill and

becoming mill men. It is the only way to be independent and feel sure that if anything happens a job is not half so hard to find if you can use a standard mill. Just in this connection we hear the helplessness of telegraphers often spoken of. It is true that too many of us are utterly helpless out of our own vocation. The fault is largely our own. We do not improve spare moments by studying either our business during business hours or by studying something helpful to ourselves or to someone else when we are out of our office. There are not many of us who could not take up some line of study and fit ourselves for something else. It is deplorable that often we find a telegrapher who is not trying to better his condition or himself by any means whatever. Yet we wonder why our condition is no better. We will simply be S. S. boys until we wake up to a realization that we must find our independence through studying to better our class of labor.

Below is a line-up of the men on the main line that we know:

At "NG," Arcade Depot, are Chief Dispatcher McCaffery, days; night chief, Fulton. Dispatcher Brown is working first trick in Mr. Potter's place while he is off on vacation. Night Chief Fulton is working second trick in Brown's place. Walker, third trick, and Mr. Coney on the branches. Oprs. Cooper, Lewis and Pickering, days, and Opr. Fulton, nights.

"FD" freight office, Bro. Curl, first trick, and Long, second. Bro. Pirie, nights.

"OD," River Station, Badgley and Jamieson are day operators and Bro. Anderson is relieving Mr. Lockwood, the regular night man, while he is off on vacation.

"N," Naud Junction, Bro. Condon, operator and clerk.

At Shorb is Bro. Porter, agent, and C. S. Seay, towerman and operator, nights.

Alhambra, H. I. Hanscom, agent.

San Gabriel, where the famous old landmark, San Gabriel Mission, is located, we have Bro. A. D. Leland as agent.

Monte, Bro. F. H. McDonald, agent.

Bassett, Bro. Geo. Cross, agent.

Puente, Bro. Caldwell, agent, and Bro. A. D. Hageman does the own act.

Lemon, Bro. Will Cross, agent.

Pomona, Mr. G. P. Barnett, agent; Bro. Williams, first trick operator; Bro. West, second trick, and L. P. Shutt, nights.

Chino, Bro. F. D. Smith, agent. Bro. Smith is our local chairman, and he is a hustler, too.

Ontario, Bro. E. T. McNeill, local secretary, agent; Hill, assistant, and Bro. Smith, night operator.

Cucamonga, Samuel Woodworth, agent.

Brown keeps the stone rolling at Declez.

Bloomington, Mr. Monnett, agent.

Colton, D. A. Bruce, agent and train master; Bros. Knox, first trick; Bennett, second, and Doty, third, all up-to-date O. R. T. men. Bro. Thompson rustles the baggage.

Not acquainted with the agent at Redlands Junction, but "13" he's a member.

El Casco, Bro. Kelsey, agent. Business got rather dull, so night office was closed.

Beaumont, Bro. McCue, agent, and Mr. Brady, nights.

Banning, Bro. D. H. Gates, agent.

Cabazon, Mrs. Bailiff, day operator; Mr. Bailiff, nights.

Whitewater, operator, Johnson.

Palm Springs, Bro. Skidmore is acting agent in the absence of Bro. Cannon, who is at Los Alamitos during the beet-sugar making season; Bro. Truax, "owl."

Dry Camp, E. E. Harriman, operator.

Indio, Mr. W. J. McIntyre, agent and train master, a new man. Bro. Riddle is working as assistant agent and Bro. Smart is working in Farrel's place as night operator while the latter is off on vacation.

Walters, G. L. Curtis, agent; Conc, night operator.

Salton, D. P. Smythe, agent and operator.

Bertram, Bro. Jules Cohn, night operator.

Volcano, Bro. Holloway, days, and Julian, nights. Julian is entered, or, rather, has promised to enter with the "button brigade."

Iris, Bro. Atkinson, days; C. A. Luckfield, nights.

Mammoth, McDonald, days; Bro. Hurley, night operator.

Glamis, Bro. Groover, day operator and ticket clerk.

Drylyn, H. E. Burns, operator.

Ogilby, Bro. Jas. Keane, agent; Bro. D. M. Robinson, night operator. Bro. Keane is our local committeeman.

Knob, the front door to our Division from the east end, will be found Opr. Ownes, a new man on this Division.

This is rather a long letter for a starter, but hope it will be excused on the plea that this Division has not been heard from in so long. Now will some good brother take up the good work, and let us have a letter in THE TELEGRAPHER every month? And, boys, keep after the "nons," and tell them all about the advantages to be derived from being a member of the Order. We hope that time will soon come when this Division will be solid O. R. T. from one end to the other.

"TWO EARNEST WORKERS."

Houston Division—

With Bro. H. B. Perham as President, the Order has a bright future in store for it. I am willing to concede that he is honest and conservative. We boys on the Atlantic System should show our appreciation of Bro. Perham as President, and of our present contract, by giving the organization our support. If you are not a member, get in line, and make an effort to line up some other "non."

Don't labor under the impression that you have a contract, and that it is not necessary to give the Order your support to maintain it. If we

ali took that view of it, how long would it be before we would be right back where we were before we secured our contract, which is one of the best that is in force to-day on any road? Many of us can remember when you and I were "OS'ing for \$50, at night. Now we are getting \$60 for the same service, yet I had an operator tell me a few days ago he didn't have money to spare to join us, and he has been working regular for twelve months. He should be ashamed of himself.

Bro. Leo Levey, our local chairman, has gone with the Cane Belt as chief dispatcher. We regret to lose you "DO," but wish you success. Bro. Levey's resignation will throw us in Bro. Oheim's care, and I can assure you all we will be in safe hands.

Bro. "OM" will guide our ship safely if we will give him our support. It is only a short duration until January 1st. Let each and every member remit promptly and secure a new member, if you can find the material, which is very scarce on this particular Division. Our contract is being lived up to, hence we have no kick, except in some few cases we have a "kick coming" on the telegraphers, and not the company. Some of you are only taking 25 and 30 minutes for dinner, when it is necessary for you to, and you are not turning in overtime. Don't you know an act of this kind is a step in the wrong direction, and you make it hard on us who are insisting on an hour for dinner or "overtime?"

Take the Santa Fe for an illustration. Those boys had a fine contract, and one by one they dropped out of the Order and grew careless until they had no schedule. They reorganized and made an effort to renew and add to their much-neglected contract, and what were the results? You all know what they were.

Bro. Davidson, as general chairman, is giving us a very economical administration, and will soon have our Division on a "cash basis" However, I am afraid we are economizing too much. I think we should have a man on this, the "Atlantic System," on a salary to look after our interest. I mean an assistant general chairman on a salary. When our local chairman gives the company twelve hours service a day he hasn't must time to give to the Order. Our wives won't consent for us to attend to "O. R. T." matters until 12 o'clock at night. I cannot recall of a case where even a charitable institute prospered without some one on a salary to protect its interest. The Pacific boys have Bro. Davidson to protect them and adjust their grievances personally. Why not perpetuate our present position by putting Bro. W. R. King, of Schulenburg, or some other able brother, on a salary to look after this end of the string? Put it to a vote, and you brothers on the Pacific System take our situation home to yourselves.

CERT. No. 923.

Coast Division—

We have just been informed of the marriage of our brother, Chas. D. St. Clair, who is now

night operator at Guadalupe, to Miss Whitney, of Cambria. Charlie is one of our best operators on the road, although his railroad career is very short. During the time he has been on the Division he has made many friends among the boys, and if the future proves as well as the past Charlie is going to be one of the leaders. The bride is a Cambria belle, and has many friends in that place who are regretting her loss in their society. The boys on the Division join us in extending congratulations to both Mr. and Mrs. St. Clair, and wishing them a long and happy life.

MEMBER.

San Joaquin District—

I notice THE TELEGRAPHER contains very little about this part of the universe, but you see we are here just the same, or you will see it right now.

Our dispatcher's office at Bakersfield, Cal., is composed of nine dispatchers, who are: Bro. Royston, Mr. McGrath and Mr. Samuelson, on the north end division; then comes Mr. Sautter, Mr. Lee and Mr. Henderson, on the mountain, and Mr. Kendicott, Mr. Hamilton and Bro. C. O. Dempsey, on the south end division. Besides these, there are in the dispatcher's office Oprs. Leland, Belle and a new man, name unknown to writer; also Mr. T. Dorgan, duplex man.

At Bakersfield Yard office we have Bro. Harris, days, and a new man, named Fitzgerald, nights, who may have a card also.

Next to the south we come to Kern Junction, where the Santa Fe hits the S. P. rails, and we find Bro. McDonald and Mr. Randall, who throw rails from their elevated position in the little tower by the track.

On south, colder and some sage-brush around the depot, section-house and tank, we find an operator named Berkely holding down the town, but he says he's happy, I "13."

At Caliente Mr. J. B. Ferris has taken control again, relieving Mr. Scovern, who has taken a trip East, where he will probably find the "girl he left behind him," and settle down. Mr. Ferris has been mining several months, but couldn't stand the pressure, and had to get back to railroading. Glad to see you, Joe; is your card on you? Bro. Kroff is holding Caliente down, nights, and says it's lots of work, but school-ma'ms are interesting.

At Bealville we find a couple of ex-dispatchers who are nons, and won't let a man with a white button on his lapel approach them, for fear they may be captured.

Keene is held down by Bro. Woolsey and his sister, Miss Woolsey. Nicest people on the Division to get along with, both personally and on the wire.

Girard is next on our list approaching the top of the mountain; they go out and kill a deer every day when they don't miss the game.

Tehachapi, at the top of the mountain, is held down by Bro. Bernard, day operator; Bro. Malla-

chowitz, on nights, and Bro. Chamberlain, as agent, who is one of our local committeemen—O. R. T. straight through.

On to Cameron we have Bro. Harry Stamford, just home from the ocean, looking fine, as agent, and Bro. Rowe putting up at his brand new tie hotel, on the night watch.

Mojave, the south terminal of Mountain Division, where Bros. Cairns is cashier, Sayer, Roach, Gafvert and Warner do the telegraph work under agent, Mr. Smith. Very busy office, and is handled with credit to the men now there. But Bro. Sayer is going to leave us, sorry to say, in search of a warmer clime, as it blows a trifle occasionally in this burg.

Well, I'll promise to let you hear from the rest of the territory in this District, if this dose isn't enough. This will do for once, any way.

"SHORTY."

Canadian Pacific Railway.

H. B. Spencer's Section—

In my last communication I said: "There are too many Italians and non-union men on this system." As a rule we do not expect nor look for manly independence nor intelligence of a high order from those nomadic individuals from the sunny shores of Italy, but in their relations to their guilds or labor unions and fraternal societies which, no matter what their circumstances may be, they loyally support, they exhibit a degree of intelligence and manliness which is sadly lacking in some of the citizens of this country, and of a considerable number of railroad telegraphers on the C. P. R. in particular.

Place the Italians, or men of any other nationality in Europe, in the position of the telegraphers on the C. P. R., and it is safe to say that they would, to a man, support the union which was instrumental in revolutionizing the conditions under which they labored prior to 1896.

But place the non-union men of this system on a plane with the Italians, Gallicians, Chinese and Japs and they will indignantly resent it as an insult. Yet they are beneath them in fraternalism, inasmuch as they lack the manly independence to support the union of their craft, which is a predominating characteristic of the majority of European artisans and of a large proportion of Asiatics, too.

Some telegraph operators will not join the Order, others join and for a period continue in good standing, then drop out and remain out. Some good-natured brothers are inclined to distinguish between the two classes, but I fail to recognize the distinction. It is, at best, a distinction without a difference. Both are non-union men; both are enjoying benefits obtained for them by the union of their craft to the maintenance of which they refuse to contribute; both are recreant in their duty to themselves and their fellow men, and both must stand in the same dock and receive judgment from a union point of view. Men are known by their company, and as long as defaulting members elect to withhold their sup-

port to the union they must be placed in the same category with the individuals who pocket the cash, enjoy the privileges and reap the benefits procured for them by the energy, ability and cash of their fellow men.

Some kind-natured brothers are inclined to extend to defaulting members fraternal courtesies out of regard for the past. This I unhesitatingly declare to be a mistake. It is generosity gone mad; kindness off the track.

If such a principle were applied to the management of railroad corporations, say to the C. P. R., it would take a good slice of its revenue annually to pay pensions to employes whose services were satisfactory, and whose conduct was admirable for many years, but who finally were fired for some little indiscretion. The fact that one was once a good union man should not condone his recreancy now or entitle him to fraternal courtesies.

"He who is not with us is against us," and those who are outside the union should be made to appreciate the fact that they are not of us and we are not for them. They should be ostracised in a systematic, wholesome, but nevertheless a gentlemanly manner.

Some non-union men if approached on the subject of becoming a member will, with a shake of the head and looking as wise as an owl, say: "I have my reasons for not joining. I admit the union is a good thing and has done good for us, but —," and here, with an attempt to leave the impression that some never-to-be-forgotten or forgiven injustice had been inflicted by the union, they come to an abrupt stop. Ask them to particularize; to adduce some cogent reason and they can not do so. Press them for one little reason; corner them and they assume the heroic and, like Jack Falstaff, declare "if reasons were as plentiful as blackberries they would not give them on compulsion." These are the most despicable kind who have not the spirit of their convictions, and who nurse the mean-souled hope that by standing out of the union they stand in with the officials. This is the real reason and they are ashamed to own it.

I regret to be obliged to admit that there are some few such creatures on this system, nay, on this division, on this section. But such individuals exist in every community. History teems with vitriolic denunciations of just such parasites and tuft hunters in every age; in every country—sycophants false to themselves and to their fellow men and a blot on their generation and unworthy the name of man.

These toadies, despicable specimens of humanity, are to be found on the outskirts of all societies ever ready to permit the man dressed in "a little brief authority" to walk on their prostrate bodies. Such, Mr. Editor, are the vermin who, forgetting their wretched circumstances prior to 1896; forgetting their long hours and small pay; forgetting the days when they were denied the privileges accorded the most degraded class of labor, decline to support the organization that broke their shackles and made them stand forth

before their fellow men as freemen, entitled to, deserving of, demanding and receiving the treatment and privileges of freemen. But all this is forgotten. Manhood is extinct and gratitude inhabits not their breast. They enjoy the privileges obtained for them by an organization to the funds of which they do not contribute and, like the parish mendicant, unblushingly receive, in the form of their increased pay, the dole which makes them the pensioners of their fellow craftsmen's bounty and brand themselves as barnacles on the social order, vampires on the body politic, destitute of honor, devoid of manhood and without spirit enough to call their souls their own and deserving of the immeasurable contempt of their fellow men.

There are, I know, some well-meaning, good-intentioned ex-members to whom perchance the foregoing strictures will seem harsh. But they made their bed and lie on it they must. If they elect to range themselves outside the O. R. T. circle they must take their medicine like little men and make no grimaces. Good intentions are commendable, but the hotel-keeper will not take a bushel of them for a dinner. Come in and you won't get hit.

The decision to start an organizer has, I believe, met with general approval among the brotherhood on this section and I trust the assessments will be promptly met and a vigorous canvas set on foot at an early date which should result in bringing in many members before the close of the year.

Wake up, boys, the present time is the only time. Don't procrastinate. Dame Fortune, unlike the majority of the fair sex, has no hair on the back of the head. Therefore, take her by the forelock, for if she passes you have nothing to hang on by.

Our schedule requires attention, and no better opportunity may ever offer. Wake up and put life in the movement.

E. J. MAYTEN.

Considerable uneasiness is being felt on the part of agents, operators and section foremen in regard to the innovation of what is termed "The Flower Scheme" by the floral department of the C. P. Ry. The thin edge of the wedge was started some eighteen months ago and has nearly reached the point where cajolery is to be plainly dropped and force applied.

On account of our own love of the beautiful a great number have made it a practice to grow a few flowers, usually in the vicinity of the dwelling part of the station; to some extent we have been pleased with the admiration expressed by the public over our little plots, yet coupled with that pleasure many of us have felt that the self-same plot, "small though it was," had meant a great deal of time and attention, and that this time and attention could never be put forward as an excuse for neglecting any of the duties strictly pertaining to railway work. From the printed matter issued by the floral department it is quite

evident that small plots are expected to grow rapidly, that fence posts, gates, water tanks and ditch banks are to be a mass of tulips, crocuses and climbers. Any one who has grown flowers to the smallest extent can easily understand that to follow out one-third of the advice and instructions would take the full time of every day at certain periods of the year. We are already asked the question, Why not supply the dining cars and company hotels with flowers? It is intimated that a certain portion of flowers and seeds will be supplied to us; we are told to work up our own enthusiasm; in other words, provide the time, labor and patience, also to not neglect any other railway work to grow flowers, but to do this in your own spare time. This latter instruction was quite sufficient to engender a feeling of indignation.

I, for one, would like to know what agent along any railway can not utilize every moment of his time after hours for his own advancement, socially or physically. Those with a family owe something to them more than a bare existence. If he can not afford to keep a horse, possibly he can rent or borrow one and put in some of his own time giving his family a drive, one of the few pleasures within reaching distance of an agent; if unable to do this he can saw his own wood or cultivate his own vegetable garden, the latter a source of revenue in itself. Instead of this it seems our after hours are to be utilized as an advertising medium for the good of the railway company. We found it too much work to shovel snow from the platforms, yet that work was performed at the dullest time of the year, and the labor and time involved was a mere trifle to what the cultivation of flowers "on the floral department plan" will call forth.

I may be termed an alarmist by a good many. However that may be, this article is certainly my view of the question and I consider the only way of avoiding trouble is to bring the matter up for discussion before the plan has become established as a compulsory part of one's daily work.

Left to ourselves I am sure nearly every agent or operator will continue to cultivate a reasonable sized flower plot. I would not guarantee their enthusiasm to be so great as that of the agent who writes the floral department that he has had a nice flower plot and carried water half a mile for it during the last ten years. Another agent writes of the flower gardens at stations in the British Isles and in France, the balance of that continent could have been included in that statement. It might also have been added that employes are kept specially for looking after those gardens. There are dozens of places along this line where it would cost from \$10 to \$50 to prepare flower plots worthy of the name, and we may find that this expenditure will be no excuse for not having a plot if others have them.

C. P. RY.

Atlantic Division--

Noticing what our brother, signing Cert. 846, had to say, I will try and help him out in his work, and I am glad to see that the boys have

taken a tumble to themselves and writing a word or two for *THE TELEGRAPHER*, as that is what every division should do; write a word or two and show the other roads that they are alive. Our brother who signed 846 asked if any one on this Division could say when we had a meeting last. I think if I remember right it was in August, 1900. I believe we should at least have a meeting once a month and then we could tell just how everything was going on the road or on our end of it. As our brother says, the trackmen, the youngest organization on the pike to-day, hold regular meetings every month, and I think if we had the trouble that they had before we were organized we would have the same. We should commence now and get onto our jobs. But then there is no use of one or two kicking. It wants the whole thing and then we can do something. "Scoot."

Thompson & Cascade Sections--

Bro. Ogle, at Savones, is to be congratulated on the arrival of a little O. R. T. girl.

Boys, go in for an organizer. Nothing like turning up the "nons."

You see we have got in A. E. S. again. He seems to be all right.

Bro. Sherr, at Ashcroft, "A" office, can supply you with fresh snowballs from Dawson. He now works direct.

Bro. Maxwell, at Spences Bridge, is having a new depot built.

Bro. "Scott" Allan on hand at Perry's Pit, laying up with the train crew. You should hear "Roxic" and him when they play the "Old Oaken Bucket." It's a case of "Come to." Mr. Clark relieved "Scot" at Gladwin.

Look out for "IG." He will be on deck about the 3d or 4th. Mrs. "IG" is going to Kamloops for her health to live.

I am late this month, but hope I will be forgiven. CERT. 1291.

M. & O. Section--

The summer is gone. The many-hued maple, the falling leaves, the chilly gusts of wind, all betoken that autumn, the precursor of dreary winter, is with us. The boys are beginning to lay aside their summer togger of silk shirts and red ties and are shaking out their frieze coats, fur caps and buckskin gloves in grim determination to brave, for another winter, the bitter blasts that whiz around the semaphores and switch stands.

There have been no changes in our standing since last report. The "nons" of this section still draw the increased pay the union procured for them. It is, to say the least, "mean to treat an old friend so." There is nothing generous, nothing honorable, nothing manly about it.

Come, gentlemen, you who are on the outside decide to-day. Your sympathies are with us. Let us have your active assistance and participation. Write out your applications and mail them at once and you will feel a sense of security on retiring to-night that has been a stranger to your

happiest hours for many months. You will feel that you have performed your whole duty to yourself and your fellow workmen—a duty which should be the first concern of every healthy-minded citizen of this free country and of this enlightened age. The badge of the order or union of a man's craft is a badge of honor, a mark of intelligence, a proof of sterling manhood and independence of which a man may well be proud.

Bro. MacAmmond, at The Brook, returned from his holiday trip on the 22d inst. Himself and his amiable better half took in the Pan-American and visited their friends in various sections of the country. He was relieved by W. R. Dickson, who is now at Alfred, relieving Bro. Dubois.

Bro. Jim Park was on vacation for two weeks.

Bro. Meaney, at Pendleton, was on the sick list for ten days.

Bro. Bell, St. Eugene, is now on holiday.

Bro. O'Leary, at Leonard, is looking forward for his holidays the coming month.

Bros. Carrier, Appelton, Appelby and Sanzagert are still at their old stands.

Bro. Way, from Cutler, Lake Superior Division, paid a visit to us this month. He says the "nons" and mosquitoes have all disappeared on that section.

Let us hope that the organizer's visit will lessen the number of "nons" on this division.

BRUNO.

Shaswap and Mountain Sections--

Our old friend, Mr. "Y" Garvey, of Revelstoke, worked for a while at Arrowhead, Bro. Jack Graham being sick.

Bro. Gainfort, who enlisted in Strathcona's Horse nearly two years ago, has arrived in Montreal from South Africa.

Bro. A. B. Currie, agent at Salmon Arm, has returned from a trip to the Pan-American at Buffalo. He had a swell time, was on the Midway several times and learned several new dances. During his absence Bro. D. McManus billed spuds and looked after the girls.

Bro. Lorimer is off for a vacation, Bro. Ross relieving him.

Bro. Currie has been re-elected Local Chairman.

At present writing it is rumored Bro. Bob Barker will transfer from Sicamous Junction to Enderby, Bro. D. McManus going to Sicamous, Bro. Bertie Sharp going relieving.

Bro. McConnell, agent at Shaswap, was off for a few days, relieved by Bro. D. McManus.

Bro. Dan Stearman, dispatcher, has been away on his holidays, relieved by Extra Dispatcher Shaw.

It was a murder trial. The lawyer for the prisoner arose and said: "Gentlemen of the jury, the prosecution having called an expert medical man, who stood before you and calmly informed you that the deceased was shot in the umbilicum two inches below the median line, while the evidence of all the witnesses conclusively shows that he was shot just below the railroad station."

I think Bro. More, secretary and treasurer, also Bro. Currie, should have their bonds increased to at least \$5,000. As Davey does not handle the "dough," will exempt him.

Have been forced to this conclusion by the large sums of money, order funds, that the above gentlemen handle, and the correspondingly great temptations they have to elope with these funds. Just imagine, if you can, the dreadful temptation they had to fight against when in response to Bro. Currie's circular calling for contributions to cover expenses of local committee, the *great and magnificent* sum of \$18.50 was poured in upon them. Remember this huge amount was the contribution of only thirty-seven members. Heavens! what horrible mental agonies Bros. Currie and More had to struggle against to resist "digging out" with this colossal amount, which was the *grand* contribution of only thirty-seven members. It could only be equalled by the heroic efforts made by these thirty-seven members to pile up this immense sum. Again, just look at the sublime confidence these thirty-seven members reposed in Bros. Currie and More to intrust them with this immense sum.

Shades of Bill Sykes! It is almost inconceivable to my poor mind.

Again, think of the wild and reckless time "Z" and "TM" could have indulged in, had they divided up and each turned himself loose with \$9.25, which would have been half the grand contribution of only thirty-seven men. It is awful to contemplate.

A glance at the list of contributors shows that only nine members contributed. Two of these put up \$8.50 between them. As was to be expected several members who are forever wanting their "rights," and who inquire why other people do not get theirs, have not deemed it necessary to contribute. Their contributions consist of grievances for the committee to adjust.

I also note the absence of the names of a few men who have come to this division from the East and dropped into jobs that pay them about three times as much as they ever dreamed of making in the East, and who, when they drew their first check, were visibly embarrassed at having so much money all at once. I should like to publish some names, and perhaps may do so. These men think that because they carry an up-to-date card that is all they should do, and prefer to let other people put up for the necessary committee expenses. Such conduct is cheap and even contemptible.

It is a good test of what kind of an Order man a person is by the amount of his subscription to its funds. Some of them on this division do not add up very high. I wonder how many have put up the two assessments, \$3.00 and \$2.00, now due. Of course, there will be some cheap people who have not done so. There are always some who are willing to graft on those who have a conscientious regard for their obligations to the Order.

If you wish your committees to give you the best that is in them you should treat them prop-

erly and show that you appreciate their efforts and contribute liberally to any financial requests, so that they may do their work properly and not be handicapped for lack of funds. The duties of a committee are not always pleasant. It is not generally considered a pleasure to have a red-hot discussion with an official over some one else's troubles, therefore, if you wish to have a good committee and have good men willing to serve on committees give them your support and encouragement. Don't be cheap.

CERT. 744.

Chesapeake & Ohio Railway Div., No. 40.

Mountain and James River Districts—

Regular meeting held at Clifton Forge October 16th by the members of the Mountain and James River Districts, and the absence of members was very noticeable, a feature which does not speak well for the members in showing how much they appreciate the efforts made by their officers to benefit the condition of our telegraphers. I believe every member on each District has the Order at heart, and will stand by the flag, but, brothers, we want you to help wave that flag by attending our meetings. We certainly can afford to lose one night's rest in such a worthy cause. Just think, only eleven members showed up at the meeting. I am fully aware that some of our best members are so situated that they cannot attend, but I see no reason why our attendance should not average from twenty to twenty-five members present at these meetings.

Did we gain our independence by stay-at-homes? Did Uncle Sam lick the Dons with stay-at-homes? In fact, don't you think you are showing your officers poor consideration for their efforts in helping you out in your struggle for benefits you have gained and working to gain?

Our worthy chairman, Bro. W. P. Bickers, is always ready to get you free transportation to our meetings, and in place of him asking you if you are going, you should ask him to be sure and put your name down for these meetings. Now, brothers, make an effort to come to these meetings and help shove the O. R. T. wheel up to the top of "Hill Success," and you will feel good, and will get clear of "stayawayitis," which is racking your system.

CERT. 202.

Alleghany District—

Our regular monthly meeting was held at Hinton, W. Va., Wednesday night, October 16th, Bro. Tom Dickson wielding the gavel in the absence of Bro. J. J. Holt, who is representing us at the convention in St. Louis.

We had a good attendance from Alleghany District; in fact, the best we have had from this District for several moons. But, for some unknown cause, the boys from the New River District failed to show up.

However, we had quite an interesting meeting. A couple of grievances were discussed and arrangements made to take the matters up and have them properly adjusted.

Bro. Jas. Rushford was re-elected secretary and Bros. H. Alderson and J. W. Price were elected members Local Board for Alleghany District.

For the good of the Order we had a speech by Bro. Carter; also one by Bro. J. O. Clark, and a song by Bro. A. C. Clark.

I am informed that the members of Alleghany District have all paid up their dues to January 1st, with the exception of six, and three of them have signified their intention of paying payday.

The "Professor" and the back-slider (six-months members) are the greatest problem with which the Order has to deal. If we were rid of this class of men all would then be fair sailing for the Order. But with this class of men (if, indeed, they may be so termed) on the one hand, and a great corporation to deal with on the other, it would seem that the Order must be almost invincible to have gained the many concessions from the railroad companies of the country which it has.

This class of operators not only injure us financially by preventing us to a certain extent from getting fair compensation from the railroad companies for our labor, but they also injure us as a whole, both morally and socially.

The excuses some of these six-months men set up for not belonging to their union would make you "sick" to hear. One I have in mind loudly proclaims himself to be a good O. R. T. man in principle, but the reason he does not belong to the Order, he says, is because he is unable to pay the dues (\$8 cents per month). Yet he has the reputation of drinking more whisky than any man in his town. That's O. R. T. principle with a vengeance. But the O. R. T. is here to stay. We have all the good, intelligent, substantial operators in the country showing it. They are men of determination; many of them have been in the Order for years, or ever since the Order was first brought to their notice.

The secretary doesn't have to dun them: for their dues; they know when they are due, and pay them.

This is the class that always rules, and always will.

Therefore, I say the O. R. T. is here to stay and prosper, too.

Brother J. T. Dickson, of Dunlap, was granted permission at our meeting to instruct his nephew, Mr. W. L. Fredeking, in regard to railroad work (he being a Western Union operator of experience).

Geo. Hoge is relieving his father at Steele.

Mr. Brugh is working nights at "BS" Cabin, while Bro. C. U. Dixon is down at Richmond. We understand he has serious intentions down there.

Bro. Vaughan, of Johnson's Cut, has a great time fighting chinch-bugs in his shell of an office.

Mr. Sweet, of Rockland, is relieving Sister Sweet. We understand it is a 13-pound boy. Send out the cigars, Claude.

Bro. Joe Wheatley, of Don, will be on hand next meeting, November 20th, at I. O. O. F. Hall, Hinton, with pink lemonade and peanuts for the boys. Come one, come all!

"JACK," CERT. 12.

New River District—

Am glad to say that the majority of good men on New River District are members of the Order. Most of the "nons" are new, inexperienced men, who will, with proper persuasion, become members.

We are as much, if not more, in need of thorough organization now than ever before. This thing of trades unionism and capital can properly be compared to a prize-fight or battle with artillery, cavalry and infantry; the enemy is always ready to strike at the weakest spot, and they generally know when and where to strike. Consequently, we should keep our "guards up," or keep our forces arranged so there will be no danger of breaking through the line.

We should attend all meetings, and with vote and voice instruct our leaders what to do, and they will do just as you wish when not conflicting with rules and regulations of the Order.

CERT. 60.

Harrisburg, Pa., Division, No. 3.

The members of Division No. 3 who live out along the road and can not attend meetings at Harrisburg, looked forward to the meeting to be held at Lewistown, Thursday, October 21st, with a great amount of interest. These meetings are proving a complete success, as many brothers heretofore deprived of this privilege are to be seen among us and proving a blessing in disguise by the manner in which they take hold. The meeting at Newport was well attended and a pleasant time was spent in the commodious hall, which, through the efforts of Bro. G. W. Myers, was secured free.

Our Chief was sadly disappointed in not getting to the meeting at Newport, all on account of the negligence of a clerk carrying the pass around in his pocket.

The question is: "Who is the brother that received the signature, G. D. Ogden, and made it G. Dogden?" This was too good to keep, and now he will not acknowledge the corn when accosted about it.

We have been patiently awaiting an invitation to assist Bro. Gunter to husk his pumpkins down on the farm, but as none has been received we are perfectly willing to wait until we receive our share already husked, or better still, in a pic.

A very pretty wedding was solemnized at the residence of the bride's aunt, Miss Maggie Craig, at Newton Hamilton, Rev. Isaac Cadman officiating, the contracting parties being our worthy Bro. Harry S. Gearhart and Miss Edna Craig.

both of Newton Hamilton. The happy couple are doing the Eastern country on a tour and will reside at Newton Hamilton, at which time we all look for the smokes, "GO."

The brothers that smoke may prepare for a "good one," as we are reliably informed that another of our brothers, and one who has been very active in the work of the division, will give thanks as a benedict on the day set apart for national thanksgiving.

Bro. S. S. Yoder, who has been working one of the contractors offices in Lewistown Narrows, took a week off for a hunting trip, the result of which we have not learned. Bro. W. L. Zeiders took care of the "Dago" trains, while we all expect a taste of venison, "SB."

Bro. C. W. Sahl was off duty on the sick list for some time the latter part of last month.

Miss Maggie Rooney, day operator at Maclay street, Harrisburg, was off duty the greater part of last month on account of injuries, the result of a fall downstairs. We are glad to see her back at the old post again, and hear the familiar sign, "MR."

Opr. Charles Haffley has resigned his position as night operator at Tuscarora, and accepted a night clerkship in Yardmaster Henderson's office at Lewistown Junction.

Bro. Gilmore Miller, located on the Manhattan Branch of the U. P. R. R., at Marysville, Kan., paid a visit to friends about Huntingdon and Bedford the latter part of October.

Did you know that five "nons" have changed their mind and joined hands with us? This is a fact, and now while the wheel is rolling, push harder, brothers, and bring the stray sheep all in. Five in one month is not bad, but even this record can be bettered.

HOWARD.

Missouri Pacific Railway.

N. & M. Division—

Owing to the heavy increase of business at Pittsburg the salary of the cashier has been increased \$15 per month, and the assistant cashier's salary increased \$10 per month, and another clerk added to the force, and with the above corps of assistants we are sure Agent Donahey will obtain for the Missouri Pacific a full share of the business at that place.

General Chairman Barron was a visitor in this territory on October 24th. He was also out in the interest of Bro. Brooks, who was recently dismissed from service at Minden, but now reinstated and working.

L. C. Dickey, assistant cashier at Pittsburg, has been on the sick list for the past ten days, but is now improving. His place has been filled by E. Riley, of Nevada, Mo.

M. Ralston, an old-time Frisco man, visited his brother, J. W. Ralston, operator at Pittsburg, this week.

Bro. S. E. Brooks, formerly operator at Panama, is now holding a more profitable position with Swift & Co., at Kansas City, Mo.

W. J. Steele, recently at Sheldon, Mo., is now at the head of a \$50,000 capital telephone company in Oklahoma. His salary is \$150 per month.

Bro. A. G. Bird, who recently resigned as agent at Cherokee, Kan., has accepted a position as agent on the Rock Island in Oklahoma.

F. S. Jenkins, of Fleming, has been transferred to Cherokee, and the vacancy at Fleming has been filled by Mr. Tiffany.

We still have two or three non-members in this territory, but hope they will soon see the benefits to be derived by uniting with us and line up.

CERT. 389.

Iron Mountain—

Division 31's delegation were in attendance at the Grand Division to a man, and remained to the last day, except one or two, who had to leave before the evening session on the last day.

Every representative was appointed on some committee or other and have no apologies to offer for their actions in general. They were found on the right side.

The general committee have re-elected W. L. Osborn, general correspondent for THE TELEGRAPHER, and he has appointed M. J. Maurice, of Osage City, Kan., as assistant to take care of the personal notes of the Missouri Pacific.

The membership generally, and local chairmen especially, will please assist him in writing up that territory.

The general correspondent will endeavor to take care of the Iron Mountain personal notices, with the assistance of the local chairmen and others, and will also try to give the transactions of the general committee from time to time.

Local Chairman Turner was accompanied by his wife, who visited relatives during the Grand Division session.

E. K. Seckler, of Memphis, Tenn., has been appointed on the local board of adjustment for Arkansas division. This gives the local chairman four able and active assistants.

GENERAL CORRESPONDENT.

Arkansas Division—

Everybody busy on this division, and relief hard to get, on account of scarcity of operators.

Several changes lately, some of which I may overlook. Would be glad to get notes oftener from the boys over the division.

Born, to Bro. and Mrs. A. W. Jernigan, of Malvern, on October 5th, a nine-pound O. R. T. girl. All doing nicely, and Albert has recovered sufficiently to resume work and talk O. R. T.

A. W. Cue, for some time with the Gifford steam shovel, was on vacation with his wife, visiting in the North. He found it convenient to stop over at the Grand Division meeting and take in Division 2's banquet, and is now located as regular night man at Malvern.

J. M. Howell, who has been doing the act, nights, at Malvern, was "rolled" by Cue, and now holds the fort at Arkadelphia, nights, relieving J. Hapstonstall, who is now on extra list.

W. L. Osborn represented this division at the Grand Division, and was relieved at Prescott steam shovel by A. D. Rose, who is now regularly located with Bierne shovel.

W. G. Brewer holds the fort at Boughton steam shovel.

A night operator has been put on at Bierne since the advent of the steam shovel there, and G. W. Harvey is doing the act, and gives us some good promises pay-day.

T. F. Hughes, agent at Bierne, has resigned, and was relieved by L. C. Moore, of La Grange. Hughes handed in his papers, and Moore gives good promises.

W. Speer, at Benton, has been on vacation recently, making a trip out west, and was relieved by A. D. Rose.

A. W. Grizzell, agent at Smithton, has been taking vacation and visiting at Farmersville, Ind. He was relieved by J. G. Haynes.

L. P. Brazell, for several years agent at Fulton, has resigned the agency to take his rights as operator. Don't know yet where he will land.

R. J. Robinson, day man at Texarkana, is off on vacation for a brief period.

J. H. Skillern, at Nashville, on A. & L., hands in his papers through the efforts of T. Y. Williams and W. H. Citty, at Washington, Ark.

C. E. Elliott, agent at "FS" Crossing, has been off for several weeks, being relieved by T. R. Nash.

H. L. Ruark is domiciled as day man at Newport, W. G. Ward relieving him at Bald Knob.

W. W. Infield is holding the reins at Fulton, nights, for the present.

Div. Cor.

NOTICE.

To All Members, Mo. Pac. System, Div. 31—

Bro. R. C. McKain having resigned, account leaving service of company, Bro. F. L. True, formerly Assistant Secretary and Treasurer, has been elected General Secretary and Treasurer of Missouri Pacific System, Div. No. 31. His address is 914 East Fifth street, Sedalia, Mo.

T. W. BARRON,
General Chairman.

NOTICE.

To All Members, Mo. Pac. System, Div. 31—

On September 23, 1901, the General Chairmen and Secretaries of the O. R. C., B. R. T., and O. R. T., met in St. Louis, Mo., and signed articles of System federation. The same having been approved by the Chief Executives of these organizations, are now in full force and effect on the Missouri Pacific Railway.

It is expected that the B. L. E. and B. L. F. will be taken into this federation in the near future.

T. W. BARRON,
General Chairman, Div. 31.

Niagara Falls Division, No. 16.

After having served as Division Correspondent several months over the time I intended when first appointed, I took a lay-off for September and October, and therefore we were not represented in the September number, but for October we had two letters, one of which made mention that we had only missed September without having something from this division in many months. Well, it's encouraging to know one is missed when he remains silent for only so short a time, but now having been re-elected to the position I will try and let you hear something each month if the worthy Editor of THE TELEGRAPHER does not say me "nay." There is not much news, however, to write this month and as there will be a good deal of grand convention matter for THE TELEGRAPHER the Editor will no doubt be pleased if we scribes do not tax him with too much extra work or too much space of our excellent journal, but there is a point or two I would like to mention. We have had a new election, and although we prospered under the old regime, I will bespeak for our new officers a successful consummation of the unfinished work of the old. Sorry that I am not better acquainted with each of them. I have, however, a personal acquaintance with our new chief and second vice-president, and I can assure you that they are both well fitted for the responsible positions they hold. They have business ability and tact, together with the greatest good nature and geniality. Success to them as well as to all their associates. We did well to still retain our old-time secretary and treasurer. We all know him, I believe, and it is needless for me to say that the business of his office will be wisely and ably administered, and now if this meets the eyes of any who have not yet paid up their dues for the current half year I would kindly urge them to do so at once. You know we have sent delegates to St. Louis to represent our division in the Grand Division. We have also a Committee of Adjustment who must be supported if we expect them to give their time and energies for our interests. Mind you, they never consented to act in this capacity because of the flowery pathway it presented to their view. No, sir, they will probably encounter more "thorns" than "roses," and your action in this matter will speak louder than words. Which do you desire it shall be? There is no time for mooted the question now, but act and act quickly.

Remember that the semi-annual dues are \$3.50, and should be remitted to our Secretary and Treasurer at Niagara Falls.

Div. Cor., CERT. 2914.

Corning and Wellsboro Division, No. 95.

District No. 1—

The boys on District No. 1 awoke from their lethargic state and decided that acting as a unit was the proper thing for them, and have made this division nearly solid O. R. T. There are three or four who were not here when Bro. Bran-

don was, but expect to fall in line very soon, and make it solid.

Let every man take interest in this work, and help the good cause along. The officers can not do it all, the men must stand by them, and give a willing hand.

Every office on this division should be represented at our meeting in Corning. This can be done. Surely one man can get away to attend; nothing will tend to make you so enthusiastic as attending these meetings.

This road has always been noted for its many students. Now let every man set a resolution like this: "The art of telegraphy is not taught in this office," and see where we are in a few years.

The overproduction of operators have placed us where we are to-day; do not think because he is a personal friend of yours, you must teach him, for that personal friend is ruining your future. If you can not do the work without the assistance of a student ask for a helper.

Comparing our responsibility, hours of work, with other employes, we find the operator has twelve long hours of work, and his responsibility exceeds that of his fellow workers, and his salary is about one-half as much; we are next to the section men in salary. Brakemen who have very little responsibility draw more salary than the operator, not but what they earn it, but don't we earn as much? Brothers, is this right? Attend the meetings and express your ideas.

The boys have been very fortunate in getting vacations this summer. A great many have attended the "Pan," and report a delightful time. Thanks to Mr. J. W. Lynahan, our chief, for furnishing us passes.

District No. 2—

A very enthusiastic meeting of this division was held in Corning October 17, with a good number of operators present. Bro. Lanz, Chief Telegrapher, was in the chair. Bro. Thurber, Secretary and Treasurer, was also present, full of business.

All present had a good time. We were glad to see so many present from District No. 1. Come again, boys. We want every office represented at our next meeting in Corning, which will be held November 20th, at 7:30 p. m., Grand Army Hall. We also want the Pine Creek boys to come up. Leave the bears and wild cats alone for one day. Come up and see what the boys are doing.

We have been looking for our worthy Bro. Brandon back to brush up the "nons." We want you at some of our meetings. Your jokes would come acceptable at any time.

Brothers, there are a few "nons." Get after them. Let every member make an organizer out of himself. We want to be solid and we will be.

Brothers, don't you think it would be a good thing to close up the "ham" factories? I understand some offices have three or four. Let some of the liberal members send a few copies of our journal to Corning, dispatcher's office, so they can see that we are 95 per cent O. R. T.

The boys on this pike must wake up or they will be working fifteen hours for a day at a compensation of \$35 or \$40 per month. In fact, there are some offices that are doing that now. Don't you think it is time to wake up?

Who came to life on the Beech Creek? We saw a piece in the journal last month. That is right, boys, wake up and get some energy and try to keep up with the Fall Brook boys. Remember you will have to hustle.

I would like to hear from some other brother next month. Will cut out.

CERT. 1435.

G. T. R. System, Division No. 1.

Mr. Editor:—If a non-member of our Order, who is working on the G. T. R., was to glance over THE TELEGRAPHER he would come to no other conclusion than that all the interest taken in the Order by members was on the Seventeenth and Eighteenth Districts, but allow me to inform any person who has come to such conclusion that you are entirely mistaken; the interest taken by members on the Eastern districts, also the Northern, is somewhat similar to that of the beaver.

I am more than pleased at the way things are going; to be sure, our increase in membership has been somewhat slow, but we can offer excellent reasons for it; but now, through the constant whacking away of some of the most enthusiastic and active workers, together with the assistance of our Third Vice-President, Bro. Campbell, G. T. R. System, Division No. 1, has turned out to be the most alive corpse that you ever gazed at, and we would like to have each man do his part, and whatever you do, do it well, and let us perfect our organization so that it will stand any ordinary storm. We have the material on the Grand Trunk, if it's worked properly, to give us the best division in the Order.

In the past six months I have mentioned several times about our Third Vice-President reorganizing the G. T. R. When Bro. Campbell was elected to the office of Third Vice-President it was expected that he would give his whole attention to our division until it was in thoroughly good shape, but as his territory takes in the whole of the Dominion, and there are other roads in Canada that are entitled to a share of his services, as well as ourselves, he was compelled, owing to very important matters that came up in connection with the Canada Atlantic, Intercolonial and M. C. R. divisions, to leave our system for a short time. However, I am pleased to be able to inform you that Bro. Campbell will now take up the work on the Grand Trunk, and remain with us until things are hanging high. When the opportunity offered itself he has taken the advantage of it, and has always been successful in bringing in members.

Outside of myself, you now have as good men in the several offices in your division as there are in the country, and you should give them your united support, and back them up, to a

man, in their endeavors to better your position in life.

I have already advised you by circular letter of the names and location of your respective local chairmen, and their different groups, and it is your duty to assist them in getting those who seemingly are blind and cannot see the necessity of "all" uniting and standing together as one man, in your division.

It has been the practice of some in the past to join the Order purely for selfish motives, and when things have not come out just as they expected, they have dropped out, and the chances are they will be dropped in again, and I would request any brother who is after a non-member who you know has been a member before to try and convince them that the Order is better without them, if they cannot come in with other than selfish motives, and when in, try and stay there.

For my part, I cannot understand what the telegraphers on the G. T. R. are thinking about, and those that have dropped out of the Order, I would ask, how do you expect to retain the advantages gained through the present schedule, if you do not remain united? If you were to catch a bird that you longed to have, you would not put it in a cage and go away leaving the door open, expecting to have it when you returned, and the same can be applied to the retaining of your schedule. If you do not remain in the Order and stand united your contract will be broken by the officials of the company as they see fit.

It is quite evident that some join the Order expecting it to back them up in doing just as they like, regardless of the company's rules, etc. Now, that is not what the Order of Railroad Telegraphers is in existence for. If you will follow the teachings of the Order it will make you better men and women, and also fit you better to do the battles that come before you while journeying through this life, but remember it will not stand idly by and allow any company to coerce its members; it will fight for your rights, and see that you get them, providing you do your duty.

There is one thing which is necessary for every member of the Order to do, and the same is the only recommendation that you can advance for better working conditions, and that is, give the company the very best possible service you can, make the Grand Trunk Railroad as popular as possible, do anything in reason to secure new business for the company, and in doing so you will convince the officials that it pays to treat you fairly.

In our whole membership all have paid the current six months' dues excepting 23, which is a good showing, indeed, and I feel confident that every member will pay in the coming month; we must stop this leakage that occurs at the end of every six months, and when this is accomplished your division will go ahead rapidly.

As soon as the coming six months' dues are due I wish every member would, if possible, pay them promptly, and those that can spare the

whole year's dues on January 1, 1902, will please pay for the year, which is \$7.

I will be only too glad to explain anything to any member of the division that you do not understand.

As I have said before, on account of Bro. Campbell's time being entirely taken up in the month of September with very important business on other roads, the initiations for that month were not large, but just watch the smoke in the next two months, and if you, as members, give the assistance that you should, Division No. 1 will be a dandy.

On account of Bro. S. C. Wright, of Port Union, local chairman for Group No. 4, which is Kingston to Toronto, including North and South Parkdale, in the Sixth, Seventh and Fifteenth Districts, going to Europe on an extended trip, Bro. E. A. Peck, agent at Port Union, has been elected local chairman for that Group. Now, boys, give Bro. Peck all the assistance you can in his work.

Yours fraternally,

D. L. SHAW,

A. G. S. & T.

Seventeenth District—

Bro. D. Campbell, Third Vice-President, visited London on Thursday evening, October 3d, and held an open meeting for telegraphers in Sherwood's Hall, which was attended by a goodly number of telegraphers.

Bro. Campbell delighted his hearers by detailing at considerable length the work being carried on by the Order and the prospects for the future, which convinced all present that our Third Vice-President is thoroughly conversant with all the many phases of a telegrapher's life, and that he could be relied on at all times to advance their interests.

As this meeting proved so interesting, it was decided by those present to hold another and similar meeting in the early part of November, of which all in this district will be advised.

Bro. Campbell was requested by a unanimous vote of all present to be with us at the coming meeting, which he agreed to do.

A number of old and familiar faces were missed at this meeting, and it is hoped they will favor us with their presence at the coming meeting in November.

Those present also expressed their appreciation of the services rendered by Bro. Shaw as assistant general secretary and treasurer, and congratulated the membership of this Division on being so fortunate as to secure the services of such an enthusiastic and energetic secretary and treasurer.

The efforts of Bro. Campbell and Bro. Shaw, ably assisted by all members, are sure to be crowned with success.

CERT. 318.

On the evening of October 9th Bro. Campbell held another open meeting for all telegraphers,

in the Police Court-room, Sarnia, Ont. His address, which lasted over one and a half hours, was both instructive and interesting, and, judging from the masterly way in which Bro. Campbell handled his subject, which was "Telegraphers: Their Present Condition, and How to Remedy It," it is very evident that he is the right man in the right place, and if we, who profess to be members of our Order, do our duty, it will be a matter of a very short time when we will see great changes for the better, and the operator's position will be one that is looked up to and envied.

Generally speaking, Bro. Campbell states that never before has he seen such interest taken in the Order, both by members and non-members alike, as there is at the present time; that wherever he goes the boys are ready to cast their lot with the Order.

I will just say here, for the benefit of those that were unable to be present, that you missed one of the greatest treats of a lifetime, and if we, as members of our Order, will just put our shoulder to the wheel, and give it our reasonable support, which is, get the nons in, we will in a very short time have the banner division of Canada, and our positions will be much more desirable, but remember that just as long as we act indifferent about our own conditions, we can never expect to see things any different from what they are now.

CERT. 432.

Eighteenth District—

On the evening of October 4th Bro. D. Campbell, Third Vice-President, addressed a gathering of G. T. R. telegraphers, at Chatham, Ont. It was expected that there would be a good attendance, but owing to the difficulty experienced in getting away in time to reach Chatham for the meeting, there were only a few present. However, those that managed to reach the place of meeting in time listened to Bro. Campbell give in detail all the important work he had accomplished since being elected to the position of Third Vice-President. He talked for nearly two hours, and I will say, for the benefit of those that were unable to hear of the good work that is being done for the Canadian telegraphers, that you missed a good thing, and I feel confident that if you understood things as they are, you would never fail to pay up your dues and assist the good work along. We were greatly pleased to listen to Bro. Campbell explain the position of affairs on the G. T. R., and the bright prospects ahead for better conditions; that is, providing we do our part and assist him in his work.

Now, boys, since things have taken a change for the better in our division, let us put forth every effort to make G. T. R. System Division the banner one of North America. We have the material to do it.

CERT. 450.

In attendance at the meeting advertised for October 10th, at Windsor, were a goodly num-

ber of M. C. R., C. P. R. and G. T. R. telegraphers, who met in Knights of Pythias Hall and listened for nearly two hours to our genial Third Vice-President, Bro. D. Campbell, explain the position of the Canadian telegraphers. It is useless to say that when he got through every one present was ready to don the O. R. T. coat and go to work with renewed energy and put their respective roads in a thoroughly organized condition. In speaking of G. T. R. matters, I might say that we were all very much surprised to learn from Bro. Campbell of the interest that is being displayed by the members of Division No. 1. In not seeing our division represented in the magazine previous to July issue, I came to the conclusion that things were beginning to look as though we had ordered our funeral, but we, on the west end of the system, are now thinking different.

Boys, seeing that we have some of the staunchest members of the Order in our division, let us go to work and assist those that are trying to better our positions; we are not by any means receiving the recognition that we should, and we have no one to blame but ourselves.

Watch the movements for the next two months, and see if things do not take a great change for the better; let each man pay his dues promptly, for we will need your financial assistance; get after the nons in your districts; don't wait for the organizer to come along to do the work, for every man we initiate ourselves puts \$3.25 in our treasury, and it's money we will need shortly.

CERT. 745.

Baltimore & Ohio Railway.

Cambridge to Benwood—

There are only a few nons on this section. Those we are getting after, and have great hopes of leading them into the straight path. We are beginning to feel the great necessity of having a system division.

Yours truly, who has been a member of the Canadian Pacific System Division, No. 7, can see the many benefits we might derive from this being more closely related. Therefore, why not be up and doing, and let us be a scattered flock no longer. Why not have monthly meetings, get thoroughly acquainted with each other? Then, when election day rolls round, we will have no trouble choosing our representatives.

I do not know who the regular correspondent is, if such a personage exists; therefore, I take it upon myself to write up my end of the line.

We find at Cambridge Bro. Allison, days; Bro. Smith, nights. Bro. Smith at present is being relieved by Bro. Loving.

Mineral Siding, Bros. Beecher and McErvy.

Campbell's, Bros. J. R. Johnson and Lanier.

Gibson's, Bros. Murchland and Wilkinson.

Salesville, Bros. Drushal and Nolan.

Spencer's, Bros. Deck and R. H. Johnson.

Media, Bros. Mulquinn and Kissling.

Barnesville, Bros. Tillett and Waugh.

Speidel, Bros. Menefee and Ferguson.

Bethesda, Bros. Lewis and Holland.
 Belmont, Bros. Hoge and Glisk.
 Lewis Mills, Bros. Bell and Hall.
 Warnock's, Sister Conner and Bro. Holt.
 Glencoe, Bros. Sullivan and Lyon.
 Franklin, two Bros. Bennie.
 St. Clairsville Junction, Bros. Clark and Runnels.
 West End, D Track, Bros. Dunn and Harold.
 Bellaire, Bros. Morgan and Finch.
 Benwood Depot, Bros. Deegan and Deegan,
 and Daily and sister.
 Prendergast, Benwood Shops, Bro. Law.

RICHARD J. WAUGH.

West Virginia Short Line Division—

A deathly silence prevails, and the office clock is slowly ticking away the hours. The cockroaches are coming out from the various cracks in the wall, and with a comical twist of the neck give us the grin and make "goo-goo" eyes. So, while the mice are softly chewing our lunch box to the tune of "When the Pay-Car Comes Again," I will take my quill and endeavor to throw up a few notes to let the boys know that we West Virginia "snake-hunters" are not all dead yet.

Commencing at Adamston, we find Bro. Wm. Gump doing the heavy act, days. Bro. McPeck is doing the owl act.

Next we arrive at Lumberport. Here we find Bro. R. B. Hornor, agent and operator, who keeps things on the hum. "RH" says business is increasing, and the wires are always hot.

Brown! All out! Here is Bro. Beverage, agent and operator and general hustler.

At Wallace is Mr. Knight, operator and agent. "JR" says "WC" is hot stuff. The way he handles the trunks is a caution.

Our next stop is Rinehart, where we find our smiling Bro. Clausson, who is an "old-timer" in the ranks. He holds the target for south end of the tunnel.

Tunnel, Bro. Lechner is operator, and he pulls the target for north end of tunnel.

Smithfield. Here we find an old brother, Myers. "M" keeps things on the move, and says "SF" is on the "qui-vive."

Jacksonburg is our next stop, and there we find Mr. Kent, a real clever fellow.

Pine Grove, Bro. Powers, operator and H. M. Fitzgerald as agent.

Galmish. Here is Bro. Stout.

Reader. We are not acquainted with the man at the key here, but "13" he is of the right material.

New Martinsville, the end of our division, we find Mr. Beaty, days, and Mr. Francis on nights. Both are very genteel fellows, and are of the right stuff, and we "13" both are soon to be "one of us" right. Boys, we wish there were more of the same crowd.

Our dispatchers are Culvar and Mason, both fine gentlemen, not only in personal acquaintance, but on the wire as well. ZENO.

C. O. Division—

Having failed to find anything in THE TELEGRAPHER from this division, with apologies to all, I will try to write a few notes.

There are so many changes that it is difficult to keep up with them.

Bro. Charlie Friel is copying, days, on our division. Old "CH" well deserves it, and as soon as our popular chief, Mr. H. S. Fordyce, took hold of the reins, "CH" got his rights.

Bros. Abbot and Simpson, days and nights, at "CK" Tower, Clay Lick.

Bro. Elbert, days, at Blackhand, is there with all his trimmings.

Bro. Thornton is back, working nights, after an absence of a couple of weeks.

Bro. Pierce, night man at "CO" Tower, Clay Pools, is as fine a young man as you would want to find. I got the information from a young lady.

Bro. Tom Harrigan, days, at Pleasant Valley.

Bro. Leybold, nights, at Pleasant Valley.

Bro. Laxton is days at Dillon's Falls.

Bro. Gallagher, days, at "QN," Zanesville Depot, and Bro. McElroy, nights.

Fred Gates is nights at "BZ."

No kicks coming from Bro. Suplee at "CD" Tower. Night Opr. Cronin is going to be one of us on next pay-day.

Bro. Rusk, at Sonora, days, is prospering.

Bro. Starrett, at Helper Switch, days, works every day. Operator by name of Brayton, nights.

Boys, we want a solid front for 1902. Everybody work for it hard and we will show it, too, and make B. & O. the best in the land.

Bros. Clark and Briggles hold Concord down, days and nights.

Bros. Cline, Allison, Smith and Wilson take care of Cambridge and give the best of satisfaction.

Bro. Jim, our relief man. Bro. O. J. Smith, relief operator, is taking a month off to rest up.

CERT. 7043.

Pennsylvania Railroad.

Pittsburg Division Notes—

Wm. Stromer, the third trick man at "BH," Blairsville, is becoming quite a football player. He has been playing left end with the Derry team, and doing good work.

Bro. J. J. Bowman is again working third trick at New Florence. He and Bro. Fred Roth exchanged tricks during the summer.

We have several additions to the force of operators on the Pittsburg Division lately, including Operator Gallagher, who has been working as an extra at Ninevah and Johnstown freight office, and Operator Hammond, formerly of the B. R. & P., who has also been working extra at "KN," Kitanning Point, and "MP," Mineral Point, Mr. Rude working first at "NR," Ninevah; Chas. Quigley, second, and J. Devinney, third, E. F. Dias being on the sick list.

At "SQ," Long Hollow, we have operators Long working first, Reppman, second, and Rude, third.

It was reported that C. F. Dysert, the second trick man at "SX," Sheridan Station had resigned, resignation to take effect October 15th. This was a mistake, as "FR" is still on duty, with E. L. Black as third trick man.

S. D. Gochmour, jr., the second trick man at "C," Conemaugh yards, has returned from Kansas City, Mo., where he has been during the past six weeks, undergoing treatment for his eyes. We are glad to note that "GO" is greatly improved, and expects to return to duty on November 1st, having been absent since about June 10th. He was accompanied to Kansas City by his Bro. R. C. Gochmour, who remained in that place two weeks before returning home.

The same force still remains at "DM," yardmaster's office, Conemaugh, Robt. Hirsh first, Miss Bertha Morgan second, and Wm. Wolfe third.

At "AO," Block Station, S. Bosbey, first; M. W. Eamigt, second, and H. B. Grove, third.

"GR" returned two weeks ago from a trip to Philadelphia, and also visited relatives in the eastern part of the State. He was accompanied by his wife.

A. O. Seaman and R. C. Gochmour have been working twelve hours at "SO," So. Fork, for some time. This is no pleasant task for the boys, as "SO" is one of the most busy offices on the division.

Summer Hill, L. Seaman works first, and Opr. McCloskey second, and at present J. Schwadder is working third.

At "W," Operators Plottner, Pettigrew and Joe Lynch on first, second and third tricks.

"NY," Portage, H. D. Boraer, Noel and Cullen.

"LY," Lilly Sta., the Veigle brothers on first and second, and J. W. George on third trick.

Operators Ryan and Meahan are working twelve hours at Cresson, on account of Operator Pringle being on the sick list.

There has been no change either at "UN" or "AR" towers, Gallitzen, or the operators at "SF" tower at the east end of tunnel. Miss Ermire works first trick, C. N. Pickerill second, and E. L. Long third. We are of the opinion that there is some attraction at "SF" during the second trick for some of the "fair set" of Bennington, as some time ago three young damsels might have been seen wending their way towards this point—no names mentioned.

At "AG" tower, Squire Dinges on first trick, O. Seaman on second, and W. T. Rigney third.

Mr. Seaman returned, two weeks ago, from a trip to Washington, D. C., Philadelphia, Cettysburg, Pa., and Harrisburg. He reports a very pleasant time.

At McGarvey Sta., J. H. McGrail first, C. M. Rhoads second, and Opr. Moran third.

We have a few operators on the Pgh. division who gave, as their excuse for not joining the "Order of their craft," that they are not in a condition, financially, to do so, or that they are

"going to quit the business." Boys, that story should have been "shelved" long ago; isn't it getting rather old?

It costs less than a dollar a month. This includes insurance, also. We would like to extend to all the operators the right hand of fellowship in this work.

THE RAILROAD TELEGRAPHER for the month of October proved to be very interesting to all. The stories were very good, and the notes all newsy.

I hope to hear from some other brother next month. CERT. 19.

Williamsport Division Notes—

Mr. B. M. Showers, who for some time was an extra operator on the Eastern & Susq. divisions, but of late has been employed as a clerk in scale office at Renovo, is seriously ill at the Williamsport Hospital. He has our best wishes for a speedy recovery.

Once again we hear Bro. Fortney's familiar sling at "GO," after having been absent on a two week's vacation. Vacations are a rare treat nowadays to operators along this pike.

Bro. Scott has been three days at the Pan. There is no doubt that he "Paned" out all O. K. We have not received his report in regards to the elephant.

Bros. Scott and Staver will soon be receiving company in the new tower at "NC" junction. We understand that there will be twenty-eight levers at this place. That should mean *eight* hours, as it will be a warm place.

We will soon have another brother, in the person of little Bob, the day man at Milton, and if appearances count for anything, we will land the night man too; there is a great awakening at hand, and we say to all, "Wake up ere you be too late."

Bro. Herman was contemplating a trip to South Africa on a hunt for DeWett, but from last accounts he has been granted that which we all love, and will have enough to keep "DeWett" from his feet.

Bro. Shore is at present running trains on the "BK" branch at Kappps, and will have more time to study the deep pages of chicken breeding than he had at "DY" or the transfer.

Mr. Stager, who left the service a few months ago to go into the insurance business, has once again joined the night owls.

We were all very sorry our division had nothing in the October number, but will try and not let such things occur again. Boys, let us all try and help make our division notes of interest, and it will do lots of good for our noble cause.

N. C., El. & C. Divisions—

Fruit season is now open, with the usual extra work. Extra men are all on the move, and it seems to keep all the boys busy these days.

Seneca Castle and Hall are open for a few months. W. C. Ross is holding the former posi-

tion, Nate Townsend, formerly of Penn Yan, the latter. Both good men, and not afraid of the "ware and tare of the biz."

Sodus Point is held down by the genial and good-natured Matt Farrell. Matt knows a good thing, and keeps the things warm at that point by raising chickens and writing policies in the different insurance companies.

Mr. Stewart, at Wallington, days, says he has all he wants to do. It's a lovely place, especially during the winter months (?).

C. M. Weeks is the whole thing at Stanley.

Mr. T. M. Seem, our "Owl" at Ralston, hopes to be at his old place of business very soon again. He has been relieving F. A. Vickery, who has been doing the day trick at the station named.

F. H. Johnson, who has been at Troy so long, nights, expects to change his residence and place of business to Trout Run, this movement to take place about the middle of October.

C. R. Elliott will probably go to Troy.

Our little "Dutchman," Mr. D. T. Utz, the man from the Maryland district, and H. E. Dale, two solid men, are still occupying the chair at Starkey, night and day respectively.

A Mr. Randle is chasing the surplus grape baskets and helping in general at Starkey. He and his cousin (?) are spending a happy time near the shores of old Seneca during the grape season. 'Twas near this spot that General Sullivan, during the Revolutionary war, took his army over the waters of the lake. We cannot say whether this has anything to do with Mr. Randle's case or not.

M. O. Cheney, the pike's famous poet, has almost given up his title. His time is so much taken up of late, that he has almost forgotten the little man at the lower end of the yard. If any of you boys do not know "MO," you should get acquainted with the gent. He is small, but "good things are put up in small bundles."

G. E. Andrews, who has been doing the day work at Penbryn for the last six or eight months, has just returned from the "Pan," and reports everything lovely.

J. J. Halloran will resume duties at his old stand, Ralston, the first of the month. Guess he has been having a very nice time of it during his stay in Williamsport.

Nothing much doing, we will cut out now, and leave a space for the other division.

No. 59.

Meridian, Miss., Division 94.

We request that only soft criticisms be applied to this, our first, attempt at giving you a "write up" of the doings of our division.

I am glad to be able to say, however, that we are in good shape. We have gathered into the fold a few more "nons" since the organization of Division 94, and the chances are we will get more of them soon. The idea heretofore prevailing among some, that we are a lost cause, finds little favor now, and the old-timers realize that the O.

R. T. is a good thing, and that they may as well enjoy it.

To say that the Order of Railroad Telegraphers is not beneficial to its members is like throwing bomb shells into the camps of the O. R. C., or B. L. E., and their kindred organizations, who are the highest priced employees in the service of all railroads, due solely to thorough organization, without which, nothing asked for could be obtained. These facts are generally understood, but I wish to say here, for the benefit of some of our boys, that there is yet something for them to learn.

It is pleasing to note that some of the good, old boys are working hard and conscientiously, the results of which are becoming more and more apparent. Such has, at least, served to get some of the older men on the fence, as it were, and we expect to receive them on our side in the not distant future.

I have not a complete list before me, but our division is thickly dotted with O. R. T. lights, and in the next issue of THE TELEGRAPHER we hope to be able to give you a list complete of their names. Our division comprises about 520 miles of road, about eighty telegraph stations, and about 125 telegraphers, and there is yet work for us to do. I understand that the little M. & B. S. is solid, with the exception of the gentleman at Coden. He ought to get in line in order to make it absolutely solid.

The Montgomery District of the Mobile Div., running from Artesia, Miss., to Montgomery, Ala., is well represented, and these representatives will be spoken of as soon as we get them before us. We have the main stem, also the heavy stem, running from Mobile, Ala., to Okolona, Miss. In the General Office, Mobile, Brother J. W. Kelly is the day man.

At "CA," Bro. Reynolds holds forth.

Our Chief Telegrapher, Bro. Mauldin, is the chief in the yard office, and Bro. Ervin the night man.

Bro. G. A. Coleman, Whistler.

Bro. Fred Hairston, Oak Grove.

At Beaver Meadow, we have a nice little Punch, who is also our brother.

Bro. C. C. Harris does the heavy at Citronelle.

Bro. Guthrie Smith, Vinegar Bend—sawdust and rosin to burn.

Bro. Parker, State line.

Taking a jump from these points of certainty, I'll drop in at Meridian, where we find Bro. Haughton days at "RK." Bro. Hearon nights.

Bro. Johnson is the jolly spirit at Brooksville.

Bros. Noffsinger and Jay do the day tricks at Artesia, and our genteel and pleasant Secretary and Treasurer, Bro. Hendley, does the night trick in company with Bro. Jno. Flournoy, who issues tickets and imparts information to the traveling public.

Bro. Cliff McGhee is the night man at West Point.

Bro. Wainwright, Egypt.

Bro. Tindall, Okolona, days. Mr. Hord is the night man.

Bro. Bob House does duty at Aberdeen.

We hereby extend a sincere and cordial invitation to all to join the happy band. Why don't they?

Some more another time.

6847.

Northern Pacific System, Division No. 54.

This system division is now in good shape, thanks to a few loyal men on the road, who have staid with us when we needed assistance.

Why any telegrapher on the Northern Pacific should hesitate to invest 58 1-3 cents per month in an organization which has brought about such a wonderful change in conditions, I cannot understand.

There are many telegraphers on the road, personal friends of mine, who are good fellows—men of some brains, and perfect workmen, but in this one thing, "Self-protection." They lack stamina.

They tell me they are sore on this and sore on that, yet, my friends, did you ever stop to consider you are of the same caliber as those you are judging, for you have failed to pay your little 58 1-3 cents per month, the price of five cigars? Think of it, and consider what a deplorable condition you have fallen into.

You are working shorter hours by thirty minutes per day, which, were you to deduct that 58 1-3 cents, it would leave you a net gain of \$3.32, counting but 26 working days per month. And yet you exclaim with a sneer, "Oh, the system is no good; I never got anything but a set of rules!"

Don't you consider a net gain of \$3.32 per month something? Come, friends; don't allow your insight to become warped. Pay up your dues and give your support to a movement which is bringing shekels into your pocket each month.

Another thing, remember, boys, when a year ago you were enthusiastic members, you gave your promise to friends, as men, that you would stay with us. Have you carried this out? Do you not consider your word of honor worth the paper it's written on, or even if verbal?

The cost per year for membership is \$7, payable semi-annually, or 58 1-3 cents per month. Lay it away each month, and you will not miss it. It is a poor man who will kick on investing this much money when he can sit in his office and do nothing towards managing the affairs of so important a movement, and yet receive legislation and protection for himself.

Every man who stays out of the system is doing himself and his fellow-workmen an injury, no matter how strong his protestations are that he is in sympathy, and would not strike if we went out, or that he wishes to see us successful in every way. The "sympathy" doesn't give us bread and butter, boys.

Above all things, be a man, and tell us who you are with. Don't excuse yourself, under the plea that you are going out of the telegraph business; that has moss all over it.

Don't tell us you remain out, refuse to pay your dues, but still accept overtime, shorter

hours and other benefits, because some other fellow doesn't pay, for you then place yourself in the other fellow's shoes.

You are to have a traveling man on this system, and when he calls on you, talk this matter over like men; don't try to insult him; he is here to stay and to use every effort to lessen your burdens and help you straighten out matters.

When he comes, meet him half way. If you are not O. R. T., join before it is too late.

Remember that capital has organized, and this same organization is looking at you, considering whether it can cut down your salary without bringing a hornet's nest about its head. Don't allow matters to come to a level with that of our unfortunate neighbors. If you ever get to that level, God help you, and especially your wife and children.

The election just past has given you a committee that cannot be improved on. You should help them as much as possible, especially in living strictly to your contract, and see that the other side also lives up to it.

If you have any matter to be adjusted, take it up with your local chairmen for advice, and you will never go wrong.

Don't believe all rumors afloat relative to your Order, but if you are interested write personally to your general chairman, and he will tell you the true side of it. There is a method in starting rumors that you should understand.

Later you will receive a personnel of the entire system each month, but you may all rest assured we are strong and have many loyal O. R. T. men on the line, and that good results will soon increase.

This, brothers, is intended to be a heart-to-heart talk with you, and I desire that you will all benefit by it, for even in this age of ungodliness truth still holds its charm.

The O. R. T. has principles that every Christian man or woman can associate themselves with and be elevated.

GEORGE LANE.

Notes—

F. M. Williams and F. H. Crawford holding down "V," Portland. The 1901 schedule seems to be very acceptable there, and they both appreciate it. "VC," Portland, same old force, and staunch, loyal men.

J. Leonard and E. L. Hoover, Scappoose.

E. Caffrey, the Klondike King, now agent at Goble, with A. T. Stewart and W. A. Magarvitz as assistants. Bro. Stewart is from the C. & N. W., Division 76.

D. J. Sullivan, R. J. Bernard and Roy Gress, Kalama, Wash.

J. A. Dennis, Kelso.

N. Carson, Castle Rock.

F. C. Wetzell, Sopenah. How is that Minnesota farm, Wetz?

S. L. Hampson and H. Carney, Winlock. Bro. Hampson is from Division 50, Portland.

The old reliable, M. F. Marshall, Napanne.

J. R. Fox, Chehalis, from New York State. L. A. Elbert, a non.

F. W. Freeman and E. C. Zeigler, Centralia, Wash. Both the right stuff.

G. H. Garrison, Bucoda.

E. A. Gros, Tenins.

R. H. Bachelor and W. J. Moore, Roy.

S. R. Babcock, Lakeview, been resting. Bro. E. B. Guncel as relief agent.

F. W. Toune, agent; L. Toune and R. H. Gillette, South Tacoma.

The Gray's Harbor branch is solid.

Tacoma, Wash., M. Barnum, and J. O'Conner holding down dispatcher's office. Relay office, H. J. Briggs, J. D. Turner, E. L. Parker, P. R. Briggs, R. Stewart, J. D. Morris, C. Christie, R. V. Rorer and C. W. Cook. V. R. Miller taking Associated Press for the *Ledger*.

T. R. Morris and W. L. Morris, at Prescott.

C. A. Smith, C. J. Stuart, Fred Briggs, Roy Thompson, Puyallup.

J. B. Olinger, Sumner.

A. S. Barber, C. W. Stanton, J. L. Finley, Auburn, a hot spot.

B. A. Bowen again settled. He looks fat, after roaming amongst the hop-fields.

W. E. Campbell and J. R. Campbell, Black River. This is all in the family.

Mr. and Mrs. McIntyre, Leary.

W. P. Parsons and J. G. West, Kanaskat.

Mr. and Mrs. Jones, Palmer Junction.

W. J. Thompson, Enumclaw.

A. L. Foster, Buckley.

W. D. Curtright, agent; Mrs. A. E. Curtright, operator, South Prairie.

H. Floyd, Canton.

C. E. Mallory and W. E. Neice, Lester, two old sports, and O. K.

W. J. Dickerson, Weston.

Mr. and Mrs. Bundy, Stampede.

Mrs. S. E. West and Mrs. M. M. Shields, Martin, the top of the Cascade hills.

N. E. Sandel, agent; W. M. McGee and O. C. Knight, Easton, a health resort, noted for its sumptuous boarding-houses and hotels, where you chain-gang for a bed.

M. Kay, agent; M. Scurrah, S. E. Willis, Cle Elum, a pretty little village. Bro. Scurrah is an old C. P. man.

C. L. Leibrock, Bristol. How is that school teacher, brother?

R. G. Rigby, agent Thorp; J. O'Connor, operator Thorp.

H. M. Baldwin, Ellensburg, resigned; C. E. Chambers, from Winlock, now agent; John Wardenburg, P. S. King and W. A. Nobles, the telegraph force. John, are you eating any "porters" now?

Idaho Division, Northern Pacific—

E. Dishon, Umtanum.

R. Shanhaltzer, Roza.

J. A. Nawter, Selah.

H. F. Hanke and I. B. Turnell, North Yakima.

B. F. McNeel, Yakima City, a non.

F. A. Melvin, Simcoe.

W. E. Shearer, agent Toppenish.

J. A. Humphrey, agent Mabton.

J. W. Carey and W. A. Burrell, Prosser.

H. H. Nagle, Kiona.

O. Hathaway, C. C. Turner, G. W. Hood and

J. H. West, Pasco. Bro. West is from the C. P. System, No. 7.

J. Vauzaute and R. F. Fisher, Lake. Bro. R.

F. Fisher is from C. P. System, No. 7.

E. Smith and S. A. Sturtevant, Connell.

W. Watson, Hatton.

C. W. Herzogg and J. D. Hurley, Scott.

A. M. McCarty and E. W. Carr, Providence.

Bro. McCarty is an old-time U. P. Division

No. 6 member, R. P. Haney and I. S. Tupper.

Bro. Tupper is a new man from the Milwaukee.

J. A. Painter, Pahoa.

L. E. Paskill and G. M. Stevens, Ritzville.

Bro. Preston is now out of telegraph service, working as warehouseman, on account of his health.

G. J. Magnan, Harriston—a new arrival from the East, but is O. K.

C. H. Burt and W. J. Dutton, Sprague.

R. E. Michael, Tyler; T. H. Renslow, night operator.

C. T. Clark and L. W. Littlefield, Cheney. Bro. Littlefield is a new arrival from Salt Lake, Utah.

F. A. Brown and J. M. De Courcy, Marshall.

A. J. Junker, A. J. Potter, yard office, Spokane; R. R. Wilhoite, W. L. Darling, W. Adlerly and a new man.

E. McDermot and I. G. Lawrence, Rathdrum.

C. E. Robinson and P. H. Patenaude, Athol, Idaho.

A. F. Fletcher, Cocollana.

R. R. Coons, S. G. Yoeder and A. C. Schopp (latter from the Soo) at Sand Point.

J. Hage and J. Morris, Hope.

W. J. Marble, Medical Lake.

E. T. Smith, Reardon.

J. A. Richardson and brother, Davenport.

T. H. Johnston, Creston.

E. L. Hanke, Wilbur.

W. A. Beardsley, Almira.

J. A. Mitchell, Hartline.

W. H. Gillespie, Coulee City.

Hilliard Rosalia and C. D. Wilson, Oakesdale.

H. B. Merrill, Belmont.

R. W. Bair, Farmington.

Wm. Laird and Miss Maggie Condon, Garfield.

J. R. Ryerson and E. H. Sholes, Palouse.

J. A. Carlisle, Pullman; now a professor of telegraphy in the Pullman College; has a class of seven students; fine biz, eh? Gets \$45 per. his board and tuition. J. S. Keeny, agent Pullman.

E. M. Gillette and R. Stevenson, Moscow.

J. D. Griener, Vollmer.

L. F. Hare and A. G. Rillie, Kendrick.

A. H. Potter, Julietta.

P. A. Muldoon and F. B. Reed (the latter a member of Denver, 77), North Lapwai.

H. F. Kyte and M. Fernandes, Lewiston.

A. E. Wilcox, Lenore.

E. L. Wilson, Peck.
 P. Green, Orifino.
 J. S. Hall, Weipe.
 E. Johnson, Kamiah.
 J. T. Wills, Kooskia.
 B. F. Hoover, Stites.

Rocky Mountain Division—

J. F. Percy, Clark's Fork.
 R. A. Chapel and M. Donovan, Heron. A. W. McCarty and W. H. Lawrence, both new-comers.
 F. G. McGrane, Thos. Falls. Don't know night man. They change so often.
 H. W. Wadar, Eddy.
 J. R. Kruger and C. E. Newton, Plains.
 T. D. Miller and I. I. Burfield, Jocko, the place of all places, where you get a "big feed"—old eggs, sour potatoes, discarded shoe soles and car oil. But neither of the brothers indulge. They "batch." How particular some people are.
 J. A. Morckel, Ravalli—the man who raises blooded chickens; also Indian scalps.
 M. Mattson, Arlee, a non.
 M. Fally, Evaro.
 Mrs. M. J. Barry, Desmet.
 At Missoula, Messrs. McLard, Hack and Wingrove.
 A. T. Kottman, Bonner.
 C. J. Dougherty, Bonita.
 T. H. Knivesly, Bearmouth.
 L. H. McDonald and Newcomb, Drummond.
 W. W. Case, Garrison.
 J. A. Armstrong, W. W. Coffin and J. M. Bacon, Avon.
 A. McNaughton and daughter, Elliston.
 W. E. Mullen, Blossburg. Don't know the night hawk. Don't know Austin.
 A. P. Humes, Frenchtown.
 H. A. Nichols, Iron Mountain.
 C. W. Moore, St. Regis.
 H. M. Force, Saltese.
 F. G. Ego, Wallace.
 A. Duffield, Burke.
 J. C. Burke, Florence.
 S. R. Wilson, Stevensville.
 D. H. Goudy, Victor.
 Mrs. E. Tallmer, Cervallis.
 T. P. McBride, Hamilton.
 I. S. Eldred, Deer Lodge.
 G. H. Dalrymple, Warm Springs.
 J. H. Wasserburger, Stuart.
 Silverbow, don't know agent; H. L. Ambre, operator.
 F. J. Quinlan, Butte, the old warhorse.

Philadelphia, Division No. 30.

The regular monthly meeting of this division was called to order by C. T. Bro. Simons at the usual place, at 8:30 p. m., on the fourth Friday, the 25th ultimo, with a good attendance. This meeting was held on the fourth Friday, for October only, a dispensation being granted by the President for this purpose on account of the convention falling during the third Friday, and

because a number of our members were present at that session.

The November and all other meetings will be held as usual on the third Friday, monthly.

About 25 members and a number of visiting brothers from Divisions 4 and 84 were present to hear the report of the convention delegates. A large amount of business was transacted, and it was after midnight when the division adjourned.

Three new members were added to the division, two being initiated and one transferred from Division 84.

About all the regular officers were present, the only absentee being the second V., C. T. Bro. Smith, and it was learned with regret that Bro. S. was about to leave Philadelphia for the West, having resigned his position on the B. & O. here. He has always been an earnest worker and a regular attendant at his division, and carries with him wherever he goes the best wishes of every member of Division 30.

A committee of three was appointed in connection with a circular letter received relative to the Co-operative Laundry Association, recently established in this city by the organized workers, with full power, to investigate and act in the best interests of the division and the Co-operative Laundry Association.

The special committee appointed a couple of months ago in behalf of the striking members of the Amalgamated Association of Iron, Steel and Tin Workers, was discharged with thanks of the division.

The delegates who attended the convention in St. Louis made their report and were listened to with interest by all present. Many interesting statements were made, but nothing of a discouraging nature was disclosed.

Under the Good of the Order all the members had something to say, particularly those who were fortunate enough to be visitors at the convention, and they told much of what they saw and learned at St. Louis.

It is said that the convention just adjourned was the most business-like and successful session the organization has held for a number of years. A bright future for the Order is promised. Long live the O. R. T.

The Philadelphia terminal division was all interest on the eve of October 12th last, when train No. 7 pulled out of Broad Street Station with a car-load of telegraphers attached for the O. R. T. convention at St. Louis. Those who made the trip are high in their praise of the railway officials and the Pullman Car Company for the courtesies extended. There were over 20 in the party, and a very enjoyable time was spent en route.

About five hours east of St. Louis a "wreck ahead" delayed arrival over two hours. During the "layover" the delegates entertained themselves in numerous ways, some taking foot-race exercise, "putting the shot," while others entered a corn-husking contest.

The games were unceremoniously interrupted by rain, but the delegation was soon under way

again, and before long a heavy hail shower was passed through.

The delegates state that when St. Louis was reached, the natives, in their amazement, re-treated to a place of safety.

Upon arrival at headquarters it was thought best to "lay low," as appearances seemed to indicate that Philadelphia was on the ground solely to "pack the convention." An alibi was proven, however, and the Keystone Staters were given the liberty of that city.

Before adjournment a short discussion was held as to whether the division would hold another ball this coming season. The question was laid over until next meeting.

Notes—

Bro. Hoopes was called to his home in vicinity of Pomeroy a couple of weeks ago on account of the serious illness of his father.

The inspection trains passed over the P. R. R. from Pittsburg east the second week of October, and the line was found to be in its usual up-to-date condition.

Bro. Good has been appointed agent at Fifty-second Street Station, where extensive improvements are being made.

Bro. H. D. Sell takes the first trick at Seventeenth Street Tower, vice Bro. Good, promoted.

Bro. Gill is holding down the second temporarily in place of Harry.

Bro. P. D. Sell has just resumed duty at Seventeenth street, after spending his vacation at Buffalo and other points of interest.

The boys were all pleased to hear of Bro. Jackson's reappearance at the recent convention.

Because of sickness and vacations the telegraph department has been greatly embarrassed these last couple of months. The department heads have made many sacrifices to allow the boys who had so arranged to take their vacations, and the favors are highly appreciated.

Bro. Hutton was called home from St. Louis just as convention adjourned on account of sickness in the family. On the 30th ultimo he attended the funeral of his little nephew and namesake, James Groff, aged 4 years.

Bro. Hiller's attendance at the convention was marked with unusual honors. For his labors of the past he is now the proud possessor of a handsome emblem of the organization.

We regret to hear that one of our old-time operators, Robert E. Laverty, has departed this life, on Friday, the 25th instant, and while Mr. Laverty was not a member of our Order at the time of his death, we understand he had been at one time. Mr. Laverty has been employed in the general manager's office, Broad Street Station, P. R. R., for a number of years. He was a man that was well liked by every one that knew him. He was upright, honest and one that it was a pleasure to meet, and his many friends will miss the old familiar "AV" on the wires.

Baltimore & Ohio—

Everything quiet along the Beno.

"DV," east side, closed; "D," Darby, closed; two balls, account of Hall signals; Jones, day man Darby, to "G," East Side, at night.

Bro. Delaney, of "DV," not settled yet.

Locust street, "X," put on 12 hours instead of eight.

Bro. Smith resigned and westward bound.

Mr. Dill, days; Bro. Miller, nights.

Hall signals working to "FN," Felton, and in pretty fair condition. No telling when they will start west of "FN."

New interlocker at "WJ," West Junction, we understand. When the levermen cannot throw the switches, give a hand signal and let the engine wheels do it; easy, but expensive.

Bill Weir doesn't like steady day and night jobs all combined.

PAT SNOWIS,
Div. Cor.

Pittsburg Division, No. 52.

The first regular meeting of Division 52, in October, was opened in regular form by C. Telegrapher Ullery. At roll-call Marshall McKalip was the only absentee.

Applications and petitions for membership from seven candidates were considered under the different orders of business.

Bills amounting to \$24.66 read and ordered paid.

Action taken upon financial business of the division.

Letters relative to acceptance of position of local chairmen read from Bros. Maust and Nabors, of the B. & O. R. R.; Bros. Scott and Daniels, of the P. R. R.; also from Bro. Brislin, of the U. R. R., in place of C. C. McKalip.

Sick benefits amounting to \$10 read and ordered paid.

Several brothers were reported as being sick and one out of employment.

Under the Good of the Order proposed amendments to our laws were discussed and recommendations made as to how same should be treated by the representatives from our division. After discussing different matters pertaining to the Good of the Order, division closed at 11:05 P. M.

Second meeting of October called to order by Bro. Ullery. At roll-call Secretary P. C. T. McGuire and I. S. and O. S. were all absent, Bros. Kelly and Murphy appearing later, and secretary attending session at St. Louis.

Bro. Barber appointed as secretary pro tem.

Reports of committees on four petitions under consideration; also two new ones acted upon under the various orders of business.

Bills amounting to \$22.50 read and ordered paid.

Committee on resolutions reported and same was adopted.

Bros. Schnoble and Eakin accepted positions of local chairmen on the P. & L. E., Bro. McElhinney accepting same for B. & A. V. Division, P. R. R.

Business of importance was disposed of at this meeting, which cannot be given here.

Bro. McKalip resigned as marshal and Bro. S. D. Daniels was appointed in his place.

Division closed at 10:30 P. M.

KONEY.

A TRIBUTE OF RESPECT.

WHEREAS, It has pleased Almighty God, in His love and wisdom, to call from our midst our esteemed brother. John McGunigle, of Warren, O.; therefore, be it

Resolved, That we bow in humble submission to the will of Him who doeth all things well, believing that He, who said, "Come unto me, and I will give you rest," will ever be near to this bereaved family, and that they will find comfort in the blessed assurance that they who trust in Him will not be cast aside; and be it further

Resolved, That we extend to the bereaved loved ones our most sincere sympathy in this, the sad hour of their affliction, and that a copy of these resolutions be sent to the parents of the deceased brother, a minute of same entered on the records of Pittsburg Division, No. 52, and a copy sent THE TELEGRAPHER for publication.

J. W. BARBER, *Chairman*.

B. F. McMANUS,

J. F. McCLAIN,

Committee.

Pittsburg, Pa., October 5, 1901.

C. & N. W. Ry., Division No. 76.

Madison Division—

We are a little short of matter for this issue, which is, perhaps, just as well, as the proceedings of the convention will most likely usurp most of the space available in THE TELEGRAPHER.

Our worthy brother, Secretary Ransom, is in attendance at the convention at St. Louis, and really, Charley, to tell the truth, amongst all the pictures of good-looking fellows in the last TELEGRAPHER, I heard seven (I think it was seven) girls say, "Oh, he's the best-looking of the whole lot!" New hat, please—7¼.

Fred Case now has charge of Kirkland, and Frank Loose was working nights at Madison, and Bentley, days, while Mat Schleck was off hustling up business for the Mexican plantation.

Ila Mathews was relieving agents at Dausman and North Greenfield, on the east end.

Eddie Boehm was home a few days from Lavalley, on account of sickness in the family, but has gone back to work again. Mathews relieved him at Lavalley.

F. T. Noonan is off a few days to attend the funeral of Jack Cation, one of the most popular of the Madison division conductors, who died a few days ago from the effects of typhoid fever. McCann, from Calhoun, relieved Noonan. Jones, of the same place, we "13," is on the Central now.

Billy Himmler has left the Madison division and is now billing out of Grand avenue. We don't envy you the job a little bit, Billy.

Herman (Bishop) Schultz has also quit and gone braking. The old-timers are falling out. No wonder, for the hardest job on the pike pays barely enough to live on.

"Little Joe" Broeger has resigned as agent at Syene and Geo. Melior has the station. The kids get all these fat jobs.

Time for the limit, so must cut out.

CERT. 376.

Union Pacific Railway.

Wyoming Division, Eastern District, Notes—

Upon the request of several members of this division, I will once more make an appearance on these pages with a few items which I hope will prove interesting to the readers. I have to thank those who so willingly sent notes in from along the line for consolidation, and hope they will do the same next month.

The following are all of the changes which have occurred recently.

Bro. E. P. Perry, of the night force in "MC," Cheyenne, has resigned to accept a position on the Colorado & Wyoming at Sunrise, Wyo. All the boys wish him success.

Bro. J. B. Colby, who has been on the reports at Laramie, was transferred to Cheyenne to fill the vacancy, relieved by Opr. Sheppard, from Omaha.

Opr. E. L. Mooney, of Cheyenne, called to his home in Wisconsin on account of sickness of a brother, was relieved by Opr. O. Kern, from Kansas.

Bro. R. W. Keyes recently returned from a trip to Ohio, his home, and to Buffalo, N. Y., and resumed duty at Cheyenne.

Bro. O. M. Swope has been transferred from the agency at Granite Canyon to Buford, relieving Agent G. W. Summitt, transferred to the agency at Colores.

Bro. R. C. Carey, agent at Sherman, transferred to Red Buttes, and Bro. M. V. Lattin, from Red Buttes to Sherman.

Opr. A. J. Mooney recently came to Laramie, nights, from Green River, relieving Bro. C. R. Boston, who has gone to the R. G. W.

P. J. Walsh, first trick dispatcher at Laramie, was recently called to Omaha on account of the serious illness of his sister.

Opr. R. D. Bloss transferred from Laramie to managership at Evanston.

Bro. L. E. Burnett, who has been with the U. P. for some time, recently left for the S. F. P. in Southern California, where he is well situated. The boys send best regards.

Bro. P. K. Bowen, from nights, at Howell, to days, at Hanna.

Agent Higley, at Bosler, has been off duty a few days recuperating, relieved by night man. New man working nights.

Opr. Potts is relieving Bro. G. B. Fedrick, at Harpers, who is away on a hunting trip.

Bro. Welty, night operator at Rock River, recently returned from a visit in the East.

Bro. Van Horne, of Ridge, gone to pastures new, relieved by Opr. G. B. Horton.

Bro. R. A. Shearer, agent at Medicine Bow, took a trip up to Portland, Bro. O. M. Swope wearing the cap meanwhile.

Bro. A. A. Hapgood, for some years agent at Carbon and Hanna, has resigned, and is now with the Southern Pacific, in California. Bro. J. W. Brown took his place. We lose a good member in Bro. Hapgood.

Agent W. C. Sammons transferred from Fort Steele to Walcott. Agent P. H. Murnane, from Walcott to Hanna, and Bro. J. W. Brown, from Hanna to Fort Steele. Agents are migrating.

Bro. A. W. Breaw can tell you all about how to kill bear in Idaho.

We understand that Walcott has a day operator now. This station is destined to be a very important one, as all freight and express for Grand Encampment and Saratoga is now routed via Walcott. The day operator at Fort Steele has been taken off on this account.

Bro. J. B. Booth, who relieved Bro. L. M. Tudor while the latter attended the recent biennial convention in St. Louis, was soon after taken sick, and at this date it is feared he will not get well. His mother and sister are with him. It is the hope of all the boys who inquire about him daily that by the time this is in print he will again be able for duty.

This finishes the story, as no notes were received from the middle and western districts. If it is the wish of the brothers along the Wyoming division to make this monthly letter permanent they will please mail a list of the changes on their respective districts to Bro. L. M. Tudor at Rawlins or to myself, and they will be received with thanks.

R. W. KEYES.



Grand Division

MUTUAL BENEFIT DEPARTMENT.

Assessment No. 32 is due on November 1, 1901. Time for payment expires December 31, 1901.

BENEFITS PAID DURING OCTOBER, 1901.

CLAIM No.	NAME.	CAUSE.	DIV.	CERT. No.	SERIES.	AMT.
74 . .	John R. McNamara .	Consumption	14 .	53 . .	B . .	\$ 500
75 . .	Frank Sheldon . . .	Bright's Disease . . .	59 .	935 . .	B . .	500
76 . .	Walter S. Austin . .	Malarial Hematuria . .	88 .	3461 . .	B . .	500
77 . .	Fred'k A. Hallock .	Cerebral Embolus . . .	8 .	156 . .	C . .	1,000

FINANCIAL STATEMENT MORTUARY FUND.

RECEIPTS.

Received on Assessment Account to September 30th, 1901	\$70,088 44
Received on Assessment Account, October, 1901	1,361 71
	<u>\$71,450 15</u>

DISBURSEMENTS.

Death Claims paid to September 30th, 1901	\$40,200 00
Death Claims paid in October	2,500 00
Assessments refunded, account rejected applications	204 78
Assessments transferred to dues, account rejected applications . .	10 45
Cash on hand to credit Mortuary Fund, October 31st, 1901 . . .	28,534 92
	<u>\$71,450 15</u>

L. W. QUICK, *Grand Secretary and Treasurer.*

OFFICIAL DIRECTORY.

General Offices, St. Louis, Mo.

GRAND OFFICERS:

H. B. Perham.....	President.	L. W. Quick.....	Grand Secretary and Treasurer.
St. Louis, Mo.		St. Louis, Mo.	
J. A. Newman	First Vice-President.	T. M. Pierson	Second Vice-President.
St. Louis, Mo.		St. Louis, Mo.	
D. Campbell.....	Third Vice-President.		
St. Louis, Mo.			

BOARD OF DIRECTORS.

Hon. L. A. Tanquary (Chairman), Cucharas, Col.	F. J. Reynolds, Box 253, Calgary, N. W. T.
A. O. Sinks (Secretary), Jefferson St. Depot, Portland, Ore.	T. W. Barron, 2900 Washington ave., St. Louis, Mo.
C. E. Layman, Troutville, Va.	

ADVERTISING.

All correspondence pertaining to advertising should be addressed to W. N. Gates, Advertising Manager, Garfield Building, Cleveland, Ohio.

DIVISION DIRECTORY.

GRAND DIVISION—Attached membership not confined to any particular railroad or territory.

H. B. Perham, President, St. Louis, Mo.; L. W. Quick, Grand Secretary and Treasurer, St. Louis, Mo.

NO. 1, MONTREAL, QUEBEC—Division covers the Grand Trunk Railway System. Meets subject to call of Chairman. R. H. Reynolds, Gen'l Chairman, Beechville, Ont.; P. H. Hebert, Gen'l S. & T., St. Isadore Jct., Que.; D. L. Shaw, Ass't Gen'l S. & T., 769 King st., East London, Ont.

NO. 2, ST. LOUIS, MO.—Meets 1st and 3d Monday each month, at 8 p. m., Hall No. 4, I. O. O. F. Building, Olive st., between 8th and 9th sts., St. Louis, Mo. L. W. Quick, Chief Telegrapher, Room 918 Fullerton Building, St. Louis, Mo.; P. L. Yerby, S. & T., 918 Fullerton Building, St. Louis, Mo.

NO. 3, HARRISBURG, PA.—Meets 1st Thursday each month in Ensminger's Hall, Corner Third and Cumberland sts., Harrisburg, Pa.; and at some point on Middle Division P. R. R., 3d Thursday evening each month, 7 p. m. D. M. Shelley, Chief Tel., Duncannon, Pa.; S. D. Howard, S. & T., 304 Calder st., Harrisburg, Pa.

NO. 4, PHILADELPHIA, PA.—Meets on 1st Saturday at 8 p. m., at Room A, Odd Fellows' Temple, Broad and Cherry sts., Philadelphia, Pa. A. Strickland, Jr., Chief Tel., 3421 Spring Garden st., Philadelphia, Pa.; W. C. Frazier, S. & T., 4251 Pennsgrove st., Philadelphia, Pa.

NO. 5, KANSAS CITY, MO.—Division covers the Kansas City, Pittsburg & Gulf Railroad System. Meets subject to call of Chairman, E. T. Nickel, G. C., Amsterdam, Mo.; D. E. Chambers, Gen'l S. & T., Merwin, Mo.

NO. 6, OMAHA, NEB.—Division covers the Union Pacific Railroad System. Meets subject to call of Chairman. F. A. Baldwin, Gen'l Chairman, Lock Box 26, Milliard, Neb.;

David Cashmore, Ass't Gen'l Chairman, Denver, Colo.; J. L. Chandley, Gen'l S. & T., Junction City, Kan.

NO. 7, MONTREAL, QUEBEC.—Division covers the Canadian Pacific Railroad System. Meets subject to call of Chairmen. W. H. Allison, Gen'l Chairman, 70 Melbourne av., Parkdale, Toronto, Ont.; R. R. Jelly, Gen'l S. & T., Chatham, Ont.; P. D. Hamel, Ass't Gen'l S. & T., Blue Bonnets, P. Q.

NO. 8, BUFFALO, N. Y.—Meets 4th Thursday each month at 8:30 p. m. at Zaepfel's Hall, corner Broadway and Bailey av., Buffalo, N. Y.; W. O. Jackson, Chief Tel., 106 Brinkman st., Buffalo, N. Y.

NO. 9, NORTH VERNON, IND.—Meets 3d Saturday of each month at 8 p. m. at K. & L. of H. Hall, Fifth st., North Vernon, Ind.; G. J. Bernhart, Chief Tel., Moore's Hill, Ind.; J. E. Hudson, S. & T., Hayden, Ind.

NO. 10, KNOXVILLE, TENN.—Meets 1st Saturday night of each month at K. P. Hall, Depot st., Knoxville, Tenn. W. L. Webster, Local S. & T., Route 5, Knoxville, Tenn.

NO. 11, OLD TOWN, MAINE—Meets 4th Sunday each month at 1 p. m., Arcanum Hall, 116 Main st., Bangor, Me. H. N. Bates, Chief Tel., Gardiner, Me.; B. A. Brackett, S. & T., 32 Coombs st. Bangor, Me.

NO. 12, BELPRE, OHIO—Meets 4th Wednesday of each month, at 626 Depot st., Parkersburg, W. Va. P. Costello, Chief Tel., Belpre, Ohio; G. J. Steurer, S. & T., 626 Depot st., Parkersburg, W. Va.

NO. 13, WEST SUPERIOR, WIS.—Meets 3d Sunday of each month, at 8 p. m., at Ritchie Hall, 806 Tower av., West Superior, Wis. D. A. Short, Chief Tel., 1620 Oaks av., West Superior, Wis.; D. A. Short, S. & T., 1620 Oaks av., West Superior, Wis.

NO. 14, ROANOKE, VA.—Division covers the Norfolk & Western Railway System. Meets

THE RAILROAD TELEGRAPHER.

- subject to call of Chairman. C. E. Layman, Gen'l Chairman, Troutville, Va.; T. H. Lankford, Gen'l S. & T., Cloverdale, Va.
- NO. 15, OTTAWA, ONT.—Meets on 4th Sunday of each month at Glen Robertson, Ont. D. Robertson, Chief Tel., Glen Robertson, Ont.; R. E. Allison, S. & T., Ste. Justine Station, Que.; P. D. Hamel, Ass't S. & T., Blue Bonnets, P. Q.
- NO. 16, NIAGARA FALLS, ONT.—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. m., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. H. G. Wiltse, Chief Tel., Niagara Falls, Ont.; B. Knight, S. & T., Niagara Falls, Ont.
- NO. 17, BALTIMORE, MD.—Meets 3d Friday of each month at 205 Fayette st., Baltimore, Md. Q. A. Geise, Chief Tel., Union Station, Baltimore, Md.; J. B. Finnan, S. & T., General Delivery, Baltimore, Md.
- NO. 18, CLEVELAND, OHIO—Division covers the New York, Chicago & St. Louis Railroad System. Meets subject to call of Chairman. R. W. Keyes, Gen'l Chairman, Conneaut, Ohio; F. R. Terbrack, Gen'l S. & T., 69 Yonkers st., Cleveland, Ohio.
- NO. 19, FORT WORTH, TEX.—Meets on the 3d Monday each month at 8 p. m. B. H. Green, Chief Tel., care F. W. & D. C. Frt. Office, Ft. Worth, Tex. B. H. Green, Sec'y and Treas., 215 E. Weatherford st., Ft. Worth, Tex.
- NO. 21, CINCINNATI, OHIO—Division covers the Cincinnati, Hamilton & Dayton Railroad System. Meets subject to call of Chairman. John G. Wenk, Gen'l Chairman, Glendale, Ohio; A. C. Bushaw, Gen'l S. & T., 438 So. Cincinnati st., Dayton, Ohio.
- NO. 22, ST. LOUIS, MO.—Division covers the Missouri, Kansas & Texas Railroad System. Meets subject to call of Chairman. E. R. Hill, Gen'l Chairman, Troy, Tex.; F. N. McQuarie, Gen'l S. & T., Oswego, Kan.
- NO. 23, TOPEKA, KAN.—Division covers Atchison, Topeka & Santa Fe Railroad System. Meets subject to call of Chairman. S. S. Comer, Gen'l S. & T., 917 Fullerton Building, St. Louis, Mo.
- NO. 24, WILLIAMSPORT, PA.—Meets 2d Tuesday of each month at 8 p. m., Whitman Hall, West 4th st., Williamsport, Pa., and on the 4th Wednesday of each month at 8 p. m., Harmon's Hall, Main st., Lock Haven, Pa. C. E. Sturgis, Chief Tel., 44 Linck Building, Williamsport, Pa.; J. I. Klingenger, Gen'l S. & T., Sunbury, Pa.
- NO. 25, PALESTINE, TEXAS—Division covers the International & Great Northern Railway System. Meets subject to call of Chairman. W. L. Holder, Gen'l Chairman, Franklin, Texas; B. C. Palmer, Gen'l S. & T., McNeil, Texas.
- NO. 26, BRUNSWICK, MD.—Meets 1st Friday of each month at 8 p. m., at Red Men's Hall, Brunswick, Md. C. D. Shewbridge, Chief Tel., Keep Tryst, Md.; Eugene Harrison, S. & T., Brunswick, Md.
- NO. 30, PHILADELPHIA, PA.—Meets 3d Friday at 8 p. m., in Dental Hall, N. W. corner Thirteenth and Arch sts., Philadelphia, Pa. J. P. Simons, Chief Tel., 517 Chestnut st., Darby, Pa.; James Hutton, S. & T., 1489 North Fifty-Third st., Philadelphia, Pa.
- NO. 31, ST. LOUIS, MO.—Division covers the Missouri Pacific Railroad System. Meets subject to call of the Chairman. T. W. Barron, Gen'l Chairman, Mo. Pac. Tel. Office, Room 9 Equitable Building, St. Louis, Mo.; F. L. True, Gen'l S. & T., 914 E. Fifth st., Sedalia, Mo.
- NO. 32, ST. LOUIS, MO.—Division covers the St. Louis & San Francisco Railroad System. Meets subject to call of the Chairman. J. W. Knightlinger, Gen'l Chairman, Newton, P. O., I. T.; C. K. Clayton, Ass't Gen'l Chairman, Pratt City, Ala.; L. Stevens, Gen'l S. & T., Valley Park, Mo.
- NO. 35, PROVIDENCE, R. I.—Meets 3d Saturday each month at K. of P. Hall, 193 Westminster st., Providence, R. I. Geo. E. Joslin, Chief Tel., Box 101, Auburn, R. I.; D. W. Dean, S. & T., Box 228, Auburn, R. I.
- NO. 36, ANDOVER, OHIO—Meets last Thursday evening of each month at 7 o'clock at J. O. U. A. M. Hall, Andover, O. G. F. Wolcott, Chief Tel., Williamsfield, O.; E. H. Rood, S. & T., Andover, O.
- NO. 38, COLUMBUS, OHIO—Meets 4th Monday evening, at 8 o'clock, at Odd Fellows' Temple, S. High st., Columbus, O.; Edward H. Hanna, Chief Tel., 1265 Michigan av., Columbus, O. Percy E. Wright, S. & T., Box 148, Worthington, O.
- NO. 39, SAGINAW, MICH.—Division covers the Pere Marquette Railroad System. Meets subject to call of Chairman. A. A. Watson, Gen'l Chairman, Brighton, Mich.; R. R. Darwin, Gen'l S. & T., 236 Spruce st., Saginaw, Mich.; Local Chairmen, Frank Dolph, Northville, Mich. (Toledo to Saginaw); E. F. Black, Midland, Mich. (Saginaw to Clare); H. A. Stroupe, Clare, Mich. (Clare to Manistee and Ludington); J. F. Gladly, Vassar, Mich. (Saginaw to Port Huron); A. R. Brooks, Minden City, Mich. (Port Huron to Almont and Grindstone City, also S. T. & H. R. R.); T. H. Wallace, Edmore, Mich. (Saginaw to Edmore); E. R. Potter, Remus, Mich. (Edmore to Freeport); C. Newton, Milbrook, Mich. (Edmore to Grand Ledge); W. G. Strenger, Hudsonville, Mich. (Grand Ledge to Ottawa Beach); Jas. Ingalls, Hartford, Mich. (Ottawa Beach to LaCrosse); W. G. Barnaby, Holland, Mich. (Holland to Pentwater); S. A. Hathaway, Thompsonville, Mich. (Thompsonville to Grand Rapids); F. N. Stuart, Bellaire, Mich. (Thompsonville to Bay View).
- NO. 40, RICHMOND, Va.—Division covers Chesapeake & Ohio Railway System. Meets sub-

THE RAILROAD TELEGRAPHER.

- ject to call of Chairman. E. L. Stratton, Gen'l Chairman, Balcony Falls, Va.; G. P. Grogan, Gen'l S. & T., Russell, Ky.
- NO. 42, NEW YORK, N. Y.—Division covers the Erie Railroad System. Meets subject to call of Chairman. C. H. McConney, Gen'l Chairman, Ashland, O.; W. L. Abbott, Gen'l S. & T., Hammond, Ind.
- NO. 44, NEW YORK, N. Y.—Meetings 2d Wednesday at 8 p. m. and 3d Tuesday at 10 a. m., of each month, Klobutscheck's Hall, corner Vernon and Borden avs., Long Island City, N. Y. E. W. Grassmyer, Chief Tel., Corona, L. I., N. Y.; H. E. Regensburg, S. & T., 162 Twelfth st., Long Island City, N. Y.
- NO. 47, CHARLOTTETOWN, P. E. I.—Meets 3d Thursday of each month at 8 p. m. at B. I. S. Hall, Charlottetown, P. E. I. G. R. McMahon, Chief Tel., Emerald, P. E. I.; P. W. Clarkin, S. & T., Charlottetown, P. E. I.
- NO. 48, LIMA, OHIO—Division covers the Ohio Southern Railroad System. Meets subject to call of Chairman. E. English, Gen'l Chairman, Jackson, Ohio; E. English, Act'g Gen'l S. & T., Jackson, Ohio.
- NO. 49, PUEBLO, COLO.—Division covers the Denver & Rio Grande Railway System. Meets subject to call of Chairman. R. P. Rubin, Gen'l Chairman, Salida, Colo.; L. H. Woolsey, Gen'l S. & T., Swallows, Colo.
- NO. 50, PORTLAND, ORE.—Meets on 3d Monday of each month at 9 p. m., at Portland, Ore. J. Bagley, Chief Tel., Hood River, Ore.; A. O. Sinks, S. & T., Jefferson St. Depot, Portland, Ore.
- NO. 51, GROVE CITY, PA.—Division covers B. & L. E. Railway System. Meets subject to call of Chairman. R. O. Waddell, Gen'l Chairman, Cranesville, Pa.; B. E. Crouch, S. & T., Conneault Lake, Pa.
- NO. 52, PITTSBURG, PA.—Meets 1st and 3d Saturday each month at 8 p. m., at Rosso's Hall, 229-231 Diamond st., Pittsburg, Pa. M. D. Ullery, Chief Tel., 3 Whitney Terrace, Pittsburg, Pa.; S. J. Konenkamp, Sec'y, 2705 Jane st., Pittsburg, Pa.; W. L. Grubb, Treas., 2402 Carson st., Pittsburg, Pa.
- NO. 53, SAN FRANCISCO, CAL.—Southern Pacific System Division covers the Southern Pacific Railway lines. Meets subject to call of Chairman. W. E. Davidson, Gen'l Chairman, Hotel Metropole, Oakland, Cal.; D. W. Koppikus, Gen'l S. & T., East Oakland, Cal.
- NO. 54, ST. PAUL, MINN.—Division covers the Northern Pacific Railway System. Meets subject to call of Chairman. F. A. Brown, Gen'l Chairman, Marshall, Wash.; J. E. Dafoe, Gen'l S. & T., 316 Thirty-first st., south, Billings, Mont.
- NO. 55, CLEVELAND, OHIO—Division covers the Wheeling, Lake Erie Railway System. Meets subject to call of Chairman. F. H. Howe, Gen'l Chairman, Curtice, Ohio; F. H. Hess, Gen'l S. & T., Wheeling, W. Va.
- NO. 56, QUINCY, ILL.—Division covers the Omaha, Kansas City & Eastern and the Omaha & St. Louis Railroad. Meets subject to call of Chairman. L. E. Schoene, Gen'l Chairman, Brasher, Mo.; J. S. Burkhard, Gen'l S. & T., McFall, Mo.
- NO. 57, HOUSTON, TEX.—Division covers the Houston & Texas Central Railroad System. Meets subject to call of Chairman. W. J. Burke, Gen'l Chairman, Denison, Tex.; G. C. Morgan, Gen'l S. & T., Hearne, Tex.
- NO. 58, WILMINGTON, DEL.—Meets 3d Tuesday evening, 3d floor Western Union Building, Third and Market sts., Wilmington, Del. P. Charles Bogan, Chief Tel., Edgemoor, Del.; W. J. Holton, Gen'l S. & T., Iron Hill, Md.
- NO. 59, BOSTON, MASS.—Division covers the Boston & Maine Railroad System. Meets subject to call of Chairman. J. B. Bode, Gen'l Chairman, Chelsea, Mass.; J. B. Belding, Gen'l S. & T., Gilbertsville, Mass.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blais, Chief Tel., Causapsal, Que.; R. A. McMillan, S. & T., Eel River Crossing, N. B.
- NO. 62, CLEVELAND, OHIO—Meets 1st Saturday evening at B. of L. F. Hall, cor. Pearl and Jay sts., Cleveland, Ohio. C. F. Mayer, Chief Tel., 231 Wade av., Cleveland, Ohio; J. T. Coffey, S. & T., 20 Kane st., Cleveland, Ohio.
- NO. 63, MONCTON, N. B.—Meets 3d Thursday of each month at 6:30 p. m. in Mason's Hall, Main st., Moncton, N. B. S. C. Charters, Chief Tel., Point du Chene, N. B.; M. McCarron, S. & T., Moncton, N. B.
- NO. 64, LEVIS, QUE.—Meets 4th Friday of each month at 8 p. m., at Terminus Hotel, Levis, Que. J. H. O'Hebert, Chief Tel., Maddington Falls, Que.; B. Demers, S. & T., St. Apollinaire, Que.
- NO. 65, GRAFTON, W. VA.—Meets 2d and 4th Wednesdays of each month at 8 p. m., K. of P. Hall, Main st., Grafton, W. Va. L. G. Cockrell, Chief Tel., Tunnelton, W. Va.; E. F. Garity, S. & T., Box 54, Grafton, W. Va.
- NO. 66, TRURO, N. S.—Meets 3d Thursday of each month at Crowes' Hall, Inglis st., Truro, N. S. J. W. Gunn, Chief Tel., Belmont, N. S.; Geo. O. Forbes, S. & T., Spring Hill Jct., N. S.
- NO. 67, WILKESBARRE, PA.—Meets on the 2d Friday each month, at 8 p. m., O. U. A. M. Hall, No. 31 W. Market st., Wilkesbarre, Pa. E. E. Evans, Chief Tel., 136 S. Grant st., Wilkesbarre, Pa.; J. Nelligan, S. & T., Ashley, Pa.
- NO. 68, CUMBERLAND, MD.—Meets 3d Wednesday of each month at 8 p. m., at Mechanics' Hall, cor. Baltimore and Liberty sts., Cumberland, Md. W. G. Morris, Chief Tel., 2 Polk st., Cumberland, Md.; R. Cornwell, S. & T., Patterson's Depot, W. Va.
- NO. 69, OGDEN, UTAH—Meets 2d Wednesday in each month at 8 p. m. at Johnson's Hall, Ogden, Utah. A. D. F. Reynolds, Chief Tel..

THE RAILROAD TELEGRAPHER.

- care Underwood Typewriter Agency, Ogden, Utah; C. N. Custead, S. & T., 2061 Madison st., Ogden, Utah.
- NO. 71, OSKALOOSA, IOWA.—Meets 3d Wednesday in each month at 8 p. m., at Oskaloosa, Iowa. L. P. Ballinger, Chief Tel. and S. & T., Lacey, Iowa.
- NO. 72, ST. JOSEPH, MO.—Meets 3d Tuesday of each month at 8 p. m. at 623 Mount Mora Road, St. Joseph, Mo. H. E. Trader, Chief Tel., St. Joseph, Mo.; W. E. Reese, S. & T., Box, 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Saturday of each month at 8 p. m., on the 4th floor Odd Fellows' Hall, Broadway, Mauch Chunk, Pa. J. D. Kuntz, Chief Tel., Mauch Chunk, Pa.; Hon. J. N. Weiler, S. & T., Lock Box 17, E. Mauch Chunk, Pa.
- NO. 74, ELIZABETH, N. J.—Meets 2d Saturday, 8 p. m., each month, in Star Theater Building, East Jersey st., near Broad st., Elizabeth, N. J. I. H. Fox, Chief Tel., 119 Price st., Elizabeth, N. J.; H. P. Sebring, S. & T., 1116 Hampton place, Elizabeth, N. J.
- NO. 75, MACON, GA.—Meets 2d Sunday each month at 7:30 p. m., in Odd Fellows' Hall, over McManus Furniture Store, Cherry st., Macon, Ga.; E. P. McLain, Chief Tel., Box 115, Macon, Ga.; J. P. Mercer, S. & T., Macon, Ga.
- NO. 76, CHICAGO, ILL.—Division covers the entire Chicago & Northwestern Railroad. Meets subject to the call of Chairman. H. R. Martin, Gen'l Chairman, Carnforth, Iowa; C. A. Ransom, Gen'l S. & T., Roscoe, Ill.
- NO. 77, DENVER, COLO.—Meets 2d Friday evening in each month at A. O. H. Hall, 1536 Lawrence st., Denver, Colo. L. D. Grace, Chief Tel., 354 Equitable Building, Denver, Colo.; A. B. Haines, S. & T., Room 39, Union Depot, Denver, Colo.
- NO. 78, BOSTON, MASS.—Meets 2d Tuesday evening each month at 8 o'clock. Thomas Nelson, Local S. & T.
- NO. 81, COLORADO SPRINGS, COLO.—Division covers the Colorado Midland Railroad System. Meets subject to the call of the various Chairmen. B. A. Beckenstein, Gen'l Chairman, Woodland Park, Colo.; C. Fritz, Gen'l S. & T., Divide, Colo.
- NO. 82, NEW YORK.—Division covers the Delaware, Lackawanna & Western Railroad. Meets subject to the call of the Chairman. J. E. Schu, Gen'l Chairman, Portway, N. Y.; L. B. Bennett, Gen'l Sec'y, Wayland, N. Y.
- NO. 83, BANGOR, ME.—Division covers the Bangor & Aroostook Railroad. Meets subject to the call of the Chairman. F. S. Burpee, Gen'l Chairman, Fort Fairfield, Me.; B. E. Webber, Gen'l S. & T., Old Town, Me.
- NO. 84, CAMDEN, N. J.—Meets 2d Friday at 8 p. m. at Morgan's Hall, 4th and Market sts., Camden, N. J. G. H. Bogart, Chief Tel., 729 Linden st., Camden, N. J.; W. S. Cafferty, S. & T., 28 West Cedar av., Merchantville, N. J.
- NO. 85, TRENTON, N. J.—Meets 1st Friday at 8 p. m., and 3d Friday at 2:30 p. m. at Concordia Hall, 33 West State st., Trenton, N. J. Geo. W. Haines, Chief Tel., 21 Lincoln av., Trenton, N. J.; N. T. Bryson, S. & T., 53 Yard av., Trenton, N. J.
- NO. 86, ALTOONA, PA.—Meets 2d and 4th Saturdays of each month at 8 p. m., at I. O. O. F. Hall, Twelfth st., between Tenth and Eleventh avs., Altoona, Pa. J. W. McCoy, Chief Tel., Kipple, Pa.; Geo. D. Dinges, S. & T., 2105 4th av., Altoona, Pa.
- NO. 87, SCRANTON, PA.—Meets 1st Monday of each month, Watt's Hall, Carbondale, Pa., and 3d Monday, each month, Raub's Hall, 134 Wyoming av., Scranton, Pa.; M. F. O'Malley, Chief Tel., Olyphant, Pa.; P. F. Kilker, S. & T., Mayfield, Pa.
- NO. 88, DALLAS, TEX.—Division covers the Texas & Pacific Railway. Meets subject to the call of the chairman. J. T. Perrin, Gen'l Chairman, Midland, Tex. B. N. Leonard, Gen'l S. & T., Baird, Tex.
- NO. 89, OCALA, FLA.—M. W. Hogan, Chief Tel., Hawthorne, Fla.; L. H. Hubbard, S. & T., Ocala, Fla.
- NO. 90, UTICA, N. Y.—Meets 1st Sunday, at 8 p. m., and 3d Sunday at 2 p. m., at Post Bacon Hall, Charlotte st., Utica, N. Y. R. C. Dockstader, C. T., 298 Seymour av., Utica, N. Y.; H. G. McCarthy, S. & T., P. O. Box 34, Oriskany, N. Y.
- NO. 91, TOLEDO, OHIO.—Meets 3d Sunday, at 2:30 p. m., at Room 4, Pythian Castle, cor. Jefferson and Ontario sts., Toledo, Ohio. G. I. Stiles, C. T., West Toledo, Ohio; J. Callahan, S. & T., 665 Balfe st., Toledo, Ohio.
- NO. 92, ROCHESTER, N. Y.—Covers the Buffalo, Rochester & Pittsburgh Railway. Meets subject to the call of the Chairman. W. H. Heustis, Gen'l Chairman, Bliss, N. Y.; C. P. Lerch, Gen'l S. & T., 205 Main st., DuBois, Pa.
- NO. 93, CHICAGO, ILL.—Covers the Illinois Central Railroad. Meets subject to the call of the Chairman. J. J. Dermody, Gen'l Chairman, Mounds, Ill. (Beechwood P. O.); R. L. Shannon, Gen'l S. & T., Anna, Ill.
- NO. 94, MERIDIAN, MISS.—H. C. Mauldin, Chief Tel., in care of M. & O. Frt. Yard, Mobile, Ala. C. E. Hendley, S. & T., Artesia, Miss.
- NO. 95, CORNING, N. Y.—WELLSBORO, PA.—Meets alternately each month, as follows: At Wellsboro, Pa., in Maccabee Hall, at 2:30 p. m.; at Corning, N. Y., in G. A. R. Hall, 47 Market st., 7:30 p. m. A. G. Louk, Chief Tel., Fernbaugh, N. Y. W. H. Thurber, S. & T., Wellsboro, Pa.

WATCHES

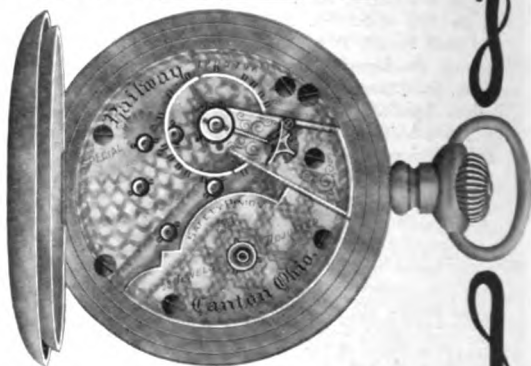
The Dueber-Hampden
Special Railway
23 Jeweled
Watch is

The Best Watch

made in the world for
Railroad Use, or
where

Accurate Time

is required.



*No one knows better what a watch is
worth than the maker of it* ❀ ❀ ❀ ❀



Therefore, if all other watch companies are forced to sell their so called Best Railroad watches for less money, then the Dueber-

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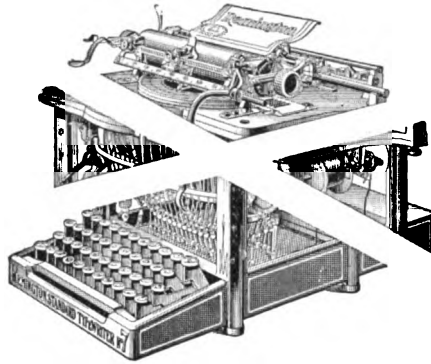
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DEC 20 1901

THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.
L. W. QUICK, EDITOR.



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No. 12.

EDITORIAL

THE COLORADO AND SOUTHERN SCHEDULE.

IN the early part of 1899 a committee representing the telegraphers on the Colorado & Southern Railway convened in Denver and presented to the then General Superintendent of that road, Mr. T. F. Dunaway, for his consideration a proposed set of rules and rates of pay to govern their employment. After a number of attempts on the part of the committee to secure the adoption of the proposed schedule, which failed of results, the matter was appealed to the President of that road, who in turn, referred the committee back to General Superintendent Dunaway. The committee being unable to make any satisfactory settlement with him, laid the matter before the Federated Board of the Colorado & Southern, which board had a meeting with Mr. Dunaway, and he agreed, among other things, that no discrimination should be made against telegraphers on account of their membership in the Order of Railroad

Telegraphers, and that he would meet the committee of his telegraphers and treat fairly with them on matters of hours, wages, etc.

At the instance of the Federated Board the taking up of the proposed schedule was postponed for ninety days. During this *interim* the secretary of the committee and other prominent members of the Order were discharged, and the promises made by General Superintendent Dunaway were violated in every way. As the discrimination against members of this Order became so notorious, the Vice-President of the organization was sent to Denver for the purpose of securing an audience with General Superintendent Dunaway in an endeavor to bring about an amicable understanding between the company he represented and members of this organization, but our representative was unable to secure an audience with Mr. Dunaway. All honorable efforts having been exhausted to bring about an amicable settlement of the matter without re-

sults, the Colorado & Southern Railway was officially placed on our "unfair" list, and the telegraphers resorted to their last weapon—that of appealing to their fellow-telegraphers and ticket agents throughout the country—to route their passengers and freight over other and more friendly lines until such time as that road evidenced a willingness to treat more fairly with its telegraphers. The matter was also taken up with the American Federation of Labor and the Colorado State Federation of Labor, with which we are affiliated, and their indorsement secured to the move, which has been in force since that time.

On February 1, 1900, a new General Superintendent was installed on the Colorado & Southern to succeed Dunaway.

Something like three months ago President H. E. Garman, of the Colorado State Federation of Labor, representing the telegraphers, and President Trumbull and General Superintendent Dyer, of the Colorado & Southern Railway, entered into negotiations looking to an amicable settlement of the long-standing controversy, and as a result the schedule, which appears in another column of this journal, was agreed to, and will be promulgated by Messrs. Trumbull and Dyer as soon as it can be printed. In addition to this, Messrs. Hockenbury and MacReynolds, members of the committee, who were discharged shortly after presenting the schedule in 1899, have been reinstated in positions on the road equally as good as they formerly held, and all objections on the part of the company to other members of the committee who were discharged at that time, and who now hold good positions with other roads, have been removed, and they are privileged to make application for re-employment with the Colorado & Southern Railway at any time without prejudice. The reinstatement of MacReynolds and Hockenbury was made one of the conditions of settlement. It will also be observed that there is special provision in the new schedule that there shall be no discrimination against any one on account of membership in the Order of Railroad Telegraphers. Under the provisions of the schedule several thousands of dollars per annum is added to the salaries of the telegraphers, and assurances were given by the

management that as fast as business warrants further increases will be made. On behalf of the telegraphers, President Garman officially declared off all former action taken by this organization, and the Colorado State Federation of Labor, in placing the Colorado & Southern Railway on our "unfair" list, and they are in future to be treated in the same manner as other friendly roads by members and friends of the Order of Railroad Telegraphers.

Thus ends a controversy that has been existing for over two and one-half years, and which would never have existed had the operating official, with whom the committee endeavored to transact business, evidenced only a small degree of willingness to accord to his employes in the telegraph department the consideration to which they were entitled.

INFORM YOURSELF.

THE assembling of the supreme body of any organization is a matter of no little concern to the membership thereof, bringing together as it does representatives elected from the various parts of the country to legislate for the future welfare of the craft of their chosen profession, and incidentally to receive reports from those in whose hands their destiny has reposed for a considerable length of time. They weigh those reports carefully and honestly, and also listen to the claims for recognition of others who have been active in promoting the interests of their organization, and finally, by their ballots, decide in whose hands shall be placed the conducting of affairs of those they represent, for the ensuing term.

The late session of the Grand Division of the Order of Railroad Telegraphers is no exception to the rule, and its deliberations, as has also been the deliberations of the thirteen previous sessions held, should have been, and undoubtedly were, of great interest to every railroad telegrapher in the United States, Canada and Mexico, being, as it was, the deliberations of the recognized representative order of this profession. Assembled in the convention hall were men chosen to represent their fellow-workmen from all parts of the country. They were sent there for a certain purpose. That pur-

pose was to assist in the enactment of legislation calculated to further contribute to the prosperity and growth of the Order. They were not, however, restricted to legislation alone or any other one thing, but were given free rein to do any and all things that would best serve the interests of those they represented. How well they performed their duty time alone will tell.

The convention was a busy one, as has heretofore been stated. A great many changes were made in the laws of the organization. It must be assumed that no change in a law would be made unless there was apparently good reason for so doing.

In order that all those who have a right to be personally interested in the doings of the Grand Division, through their membership in the Order, may become thoroughly conversant with the doings of that body, a printed copy of its proceedings, together with the reports of all grand officers and committees, has been furnished each member in good standing. The proceedings contain a full recitation of all the doings of the Grand Division, and should interest each and every member sufficiently to insure its careful reading from the first to the last page. In this way, and in this way only, can the membership become thoroughly familiar with the work accomplished by the Grand Division, the amendments adopted in the laws, and the causes therefor.


In many cases lack of knowledge regarding the workings of an organization by a member thereof is responsible for a failure to secure an addition to its ranks.

A non-union man has a right to expect when he approaches a member of an organization representing his class that he will be able to secure any information desired regarding the laws of such organization, the amount of fee for joining, etc., provided, of course, that he approaches such member in good faith, and with a view to becoming a member himself. If the union man thus approached is unable, through a lack of knowledge of the laws of the organization in which he holds membership, to furnish this information, he loses an opportunity of securing another recruit to the cause for which he is laboring, and undoubtedly leaves the impression with the one approach-

ing him that there is at least one person carrying a union card who needs unionizing.

If each member of a labor organization will familiarize himself with the laws of his Order, and constitute himself a "missionary" to sow the seeds of unionism, the thousands and hundreds of thousands of dollars that are now being spent annually for organizers can be used in other and more profitable ways.

SYSTEM DIVISION MEETINGS.

N the past one serious fault has been found to exist in the plan of System

Division organization, and that is failure on the part of many of the System Division officers to arrange for fraternal meetings on the different districts under their jurisdiction.

On roads where such meetings have been provided for and held regularly on each freight division under the jurisdiction of the System Division, the organization has flourished, and much better results have been attained in adjusting grievances, and more interest has been displayed by the membership. There is nothing that is more conducive to increased interest on the part of the members in the affairs of the organization than fraternal gatherings, where the various matters arising can be thoroughly discussed, and where all are given an opportunity of giving free expression to their opinions. These meetings are also of great benefit to the officers of the Divisions, as it enables them to ascertain the wishes of their constituents on the various matters under consideration. It also enables the members to become thoroughly acquainted with one another, and thereby places them in a position to act more intelligently when the time arrives for the election of officers for another term to represent them. It sometimes happens that the best men are not chosen for the responsible position of committee-men on account of a lack of acquaintance and an opportunity to know the true worth of the various nominees for those offices.

There have been some complaints in the past on account of the failure of the officers of some of the System Divisions to hold these meetings, and in order to bring the various System Divisions up to the high-

est possible state of efficacy, a law was adopted by the late session of the Grand Division of the Order of Railroad Telegraphers, making it obligatory upon the Local Chairman of each System Division to call a fraternal meeting of the membership in his respective district at least once every four months at such time and place as may be agreed upon by the Local Board. It will be observed that there is no restriction as to the number of meetings that can be held in excess of one every four months. As System Divisions that have arranged for monthly meetings on the various freight divisions under their jurisdiction have prospered the most, it would seem the interest of the Order would be best subserved by the holding of a meeting each month on each freight division under the jurisdiction of a System Division, and where this plan is favored by the membership they should make their desires known to the Local Chairman for their District, and request that such meetings be arranged for. Every member should consider it his duty to attend meetings of this character on his District, as meetings held with poor attendance are not encouraging to their promoters. The System Division plan of organization, if properly carried out, is of great benefit to the membership employed on any one line of railroad. It would be a fitting way to start in the new year for each Local Chairman to arrange for a fraternal meeting on his District to occur in the month of January.

LABOR IN POLITICS.

THE question of political affiliation for the laboring man is not a new one; nor is it apparent that the writers (principally capitalistic ones) who have endeavored to "solve" the problem for them have been successful to any marked degree.

It is not the purpose of THE RAILROAD TELEGRAPHER to espouse the cause of any political party; its purpose is to champion the cause of the laboring man. In doing so we know of no better motto to advance than "A Laboring Man for the Laboring Men." The laboring men and women of this country to-day are the producers of the wealth of the nation; they are the mainstay of the

Government; then why should they not participate in making laws to govern it? assist in running the Government itself, National, State, County and City. Taxation without representation was the straw that broke the camel's back, and led to the Revolutionary War, which ended in making this great and glorious country of ours a free nation. The laboring men predominate in this country, and yet can it be said that they have representation in our Government's affairs even to a small degree? Can the corporation lawyer, the banker, the large mine owner, the railroad magnate, and others of their kind be considered as representatives of the laboring men? Very few of the latter will admit that such is the case, yet the Senate and House of Representatives of our National Government are, with few exceptions, composed of just such men; the same is also true of the greater majority of the State legislatures.

The question naturally arises, how do they secure these offices with the laboring men in the majority? There can be but one answer—the laboring men must have assisted in electing them by their votes. Why? Because there has never been a unison of action among the laboring men in a political way. The life of Napoleon furnishes a good illustration of the significance of this statement. It is related how he, with his well organized and disciplined army gave battle to, and conquered most of the armies of the other countries of the world who were not able to cope with him on account of the brilliant manner in which he conducted his campaigns, and the thorough organization existing in his army. Finally he met an army that was just as well organized and disciplined as his own, and of greater numbers, and the result was he met his Waterloo, and so it is with conditions in this country to-day. The capitalists are now, and have been for years, well organized and disciplined. They have their powerful lobbies at all legislative gatherings, National or State; during political campaigns they have their brilliant orators on the stump, and in the end we find that they are victorious; that they control our law-making bodies, our judiciary, and most all other important posts, and they will continue to do

so, until the laboring men of this country unfurl their banner, "A Laboring Man for the Laboring Men," and all vote accordingly.

This does not mean that labor organizations should mix in politics, but that the members thereof, as citizens, should protect their own interests by exercising their rights as free American citizens by casting their votes for laboring men to represent them, regardless of political affiliations.

Selfishness should be put aside. If you are influential in party politics in your State or locality, see to it that laboring men with up-to-date union cards in their pockets are named as candidates for the various offices by your party, especially for legislative and judicial positions. It matters not whether they are telegraphers, engineers, firemen, conductors, trainmen, carpenters, printers, stone-masons, or what not, so that they are up-to-date union men, and such from principle. When such candidates are named, it is the duty of every laboring man to support them.

This subject was given careful consideration by the Committee on State and National Legislation at the late session of the Grand Division of the Order of Railroad Telegraphers. In their report to that body, the committee recommended that members of organized labor look well to the persons who are elected to legislative positions, in both State and National bodies, and that they endeavor to elect members of organized labor to such places wherever possible, irrespective of their political affiliations.

It is highly important that those elected to State Legislatures and the Senate and House of Representatives of our National Government should be laboring men, for these bodies are the ones that make the laws for the government of the people. It is of equal importance that those filling judicial positions, should be "of the people and for the people," for they are the ones who have in late years assumed to "interpret" the laws, and say whether or not the action of the people's representatives shall be allowed to stand.

There are a number of noteworthy incidents on record as a result of the elections

held in November last, where members of organized labor gained signal victories at the polls. Probably the most conspicuous among the number was the election of Eugene E. Schmitz, the candidate of organized laboring men, as Mayor of San Francisco.

A San Francisco paper in commenting upon Mr. Schmitz's election says:

"The success of the Union Labor party brings a new and important factor into California politics. The Union Labor party was organized as a result of the strike of teamsters, stevedores, marine firemen, and other water front employes last summer. The labor men evidently voted solid for the head of the ticket.

"Under the new charter the Mayor has great power, and appoints the Board of Education, Public Works, Police, Park and Fire Commissioners."

It is pleasing to note the difference existing between a laboring man about to assume a high position to which he has been elected and the capitalist on the eve of his induction into office.

A short time after his election, Mr. Schmitz had this to say regarding his policy to be carried out after being installed in the mayoralty chair:

"I am not of a radical or revolutionary disposition, and I believe in the fair and friendly consideration for invested capital as co-relative to similar consideration for organized labor. My detractors stated that my election would bring trouble to the city, but I believe that instead of this, it will be the means of bringing about a more friendly relation between employers and employees. Invested capital need have no fear that this administration will be a detriment to it, as my motto is 'Equal rights for all and special privileges for none.'"

It is a fact worthy of being chronicled that wherever laboring men are placed in positions of trust and power, that the capitalist receives his full share of consideration the same as other citizens. It is a cause for regret that when conditions are reversed, and the capitalist is in the position of power, that the laboring man is not accorded the consideration to which he is entitled.

The laboring men, members of organized labor, were also successful in placing one of their number in the mayoralty chair in Ansonia, Conn.

The State Legislature of Colorado is controlled by members of organized labor, and it can be said to the credit of that State that they have better laws for the laboring men than any other State in the Union.

The sterling quality of the laboring men in positions of trust was never better demonstrated than at the recent session of the State Legislature in Colorado.

A bill of vital interest to organized labor

they can control all the legislative and judicial positions in the land, and thereby greatly ameliorate their condition. It is hoped the day is not far distant when they will do so.

THE CHINESE EXCLUSION QUESTION.

BY H. B. PERHAM.

HERE are many awkward situations brought about for the reformer to face, and the necessity of and for the further and continued exclusion of Chinese labor is one of them.



PUZZLE PICTURE.—Find the man who wishes Chinese cheap labor admitted.—From the *Chicago American*.

had been passed by the Senate, and was under consideration by the assembly of that State. A poll of the members of that body developed the fact that there was a bare majority in favor of its passage, and the capitalistic lobby was bending every effort to turn a vote and thereby defeat the bill, and although it was common notoriety that it would be worth a hundred thousand dollars to any assemblyman who was in favor of the bill to change his vote and vote against it, the bill was passed, and became a law.

If laboring men will bestir themselves, and look to the men instead of the party,

By the time this appears in print the annual convention of the American Federation of Labor will have come to a close, and doubtless the dictum will have been launched indicating that organized labor in the United States is opposed to leaving our ports open to the indiscriminate entry of foreigners.

Although it cannot be gainsaid that in the abstract the pursuance of such a course is as unkind as it is arbitrary and lacking in the finer elements of advanced civilization, it is—under the circumstances against which labor is contending—an absolute necessity.

Under proper legislation there would be in the arid region of the United States an

opportunity for the four hundred million workers of China to make a living, and even better than that, for each one of them to earn a competence. That they would enhance the riches and add to the prestige and importance of the country is equally true.

The only thing that is missing is the benevolent and broad-minded statesmanship that would make such a state possible, and as we are lacking in that high essential the next consideration is that of self-preservation and practicability.

If that section of the country, now termed the arid region, was equipped with irrigating ditches, supplied with water from reservoirs in the mountain gulches, and the land parceled out in small plots to actual settlers, to be held in fee simple during occupancy and use, the cost of the improvements would soon pay for themselves, and the wealth of the world and the country be immeasurably increased. What is now a trackless and barren plain would soon be the home of the fig tree and the vine and the munificent support of a contented peasantry.

It is necessary to answer the question now to forsake such a pleasant prospect and prepare to grapple with realities. Instead of beneficent and statesmanlike actions on the part of our representatives, we have to beware of "the graft." Available land privileges are bartered away to speculators, water rights are matters for private profit, and thus two of the primal elements of human life are monopolized, and the only thing left to support free and independent life is air, which, as many people know to their sorrow, is but a slim diet.

The monopolization of land and water rights has been legalized by custom to such an extent that the citizen who even points out the error is tabooed by those who would lose nothing, but profit immensely by the establishment of the truth.

Taking into consideration the fact that the land has been by legal enactment taken from those who would work it for the sake of making a living, thus throwing labor onto an overcrowded market to compete with itself for the paltry privilege of making a bare living—there is no question as to what must be done in regard to the immigration of Chinese.

At the expiration of time mentioned in the Scott Exclusion Act fresh provisions must be made and placed in effect that will keep China's hordes from coming here, and, by fierce competition, beating down wages. The depths of poverty, degradation and vice reached by these poor people is not understood by those who would employ them, or if it is understood, self-interest causes it to be ignored. They make no pretense of assimilating with American life; they, like more pretentious worshippers of Mammon, are here for gain, and when they get sufficient pelf will return to the land of their fathers, even in case of death, making provision for their bones to be deported from foreign soil.

The motive that brings Chinese here, and the motive that causes Americans to harbor them, has its origin in the power house of hell—the love of gold.

All good citizens should array themselves against the threatened influx of Coolie labor, regardless of ethical considerations. It means the lowering of the American standard of living, the disturbing influence of an inferior race that can never be raised to the American standard; it means making the rich richer and the poor poorer, and the spreading of immorality and crime.

For these reasons, and many others, it behooves every patriotic citizen to do what lies in his power to prevent open ports for Coolie labor.

Editorial Notes

We wish all a Merry Christmas and a Happy New Year.

Have you paid your dues for the next term? The new cards for that term are being distributed, and are pronounced beauties.

The Mexican Central Engineers, it is understood, are endeavoring to secure better wages and better conditions of service, and it is hoped that they may meet with success.

The new Constitution will reach all members with dues paid to December 31st in a few days. Many changes were made in the laws, and all members should familiarize themselves with them.

There is a movement on foot among the Machinists' and other labor unions, to secure the enactment of legislation by Congress to provide for the building of our war ships by the Government.

Have you secured the one new member referred to in the last issue of THE TELEGRAPHER, and thereby assisted in doubling our membership? If not, why not? You are not limited to one, however.

The President has been busily engaged during the last thirty days on the road visiting divisions, conferring with and assisting

general committees, and in other ways making himself useful to the organization.

Three new divisions have been established within a week—two system divisions, one on the Chicago Great Western Railway, and another on the Seaboard Air Line Railway, and a local division at Jersey Shore, Pa. Others are in sight.

The Carborundum Company, of Niagara Falls, N. Y., has been placed on the unfair list of the American Federation of Labor. The products of this company are intended to be used in shoe factories, machine shops, dental parlors, and dental supply factories instead of the emery wheel.

Dr. Wm. Duane, Professor of Physics of the State University of Colorado, has been granted a patent for an invention, by which a large number of messages can be sent over one line, and returned at the same time, by the use of Morse instruments. The invention is based on the principle of synchronizing motors.

System federation has already been completed on the Delaware, Lackawanna & Western, Denver & Rio Grande, and Missouri Pacific Railways, the two former including all five of the organizations, and the latter, the O. R. C., B. R. T., O. R. T., and B. L. E., and it is understood that the B. of L. F. will soon make application for admission.



PERSONAL MENTION

BORN.—To Bro. and Mrs. H. H. Forbes, a fine eleven-pound O. R. T. girl. Bro. Forbes is agent at Stanley, Pa., and a member of Division No. 92.

BORN.—To Bro. and Mrs. R. W. Riser, of Bartow, Ga., on October 10, 1901, a fine O. R. T. boy. "Bob" says he arrived in time to inquire about the Grand Division session.

BORN.—To Bro. and Mrs. A. J. Bolland, of Jersey City, N. J., on November 23d, a fine nine-pound O. R. T. girl.

BORN.—To Bro. and Mrs. W. A. Richard, of North Judson, Ind., on November 28th, a fine ten-pound O. R. T. boy. He arrived in time to get his share of the turkey.

MARRIED.—Bro. E. Lloyd Fooks and Miss Mattie Dougles at Preston, Md., on October 30, 1901. All unite in extending congratulations.

MARRIED.—Brother Edward M. Robinson and Miss Maud A. Carmel, at Bolton, Conn., on October 15th. Bro. Robinson is agent at New Castle, Me., and a member of Division No. 11. All unite in extending congratulations.

MARRIED.—Bro. Edgar O. Mathis and Miss Jakie Johnson were united in matrimony at Everest, Kan., on November 6th. Bro. Mathis is a member of Division No. 31, and the membership of that division unite in extending hearty congratulations.

MARRIED.—Bro. J. D. Morrison and Miss Pearl Walton were united in marriage on October 31st, at Enid, Okla. Bro. Morrison is a member of Division No. 32. The happy couple returned to Eddy, Okla., immediately after the ceremony, where they will make their future home. Congratulations from all.

MARRIED.—Bro. Charles G. Francis and Miss Anna Bradford, at the home of the

bride's parents, Maysville, Ky., on Tuesday, November 12th. Bro. Francis is Chairman Local Board of Adjustment for St. Louis West Division, B. & O. S. W., and is employed at Flora, Ill. All join in extending congratulations.

MARRIED.—Sister Nellie H. Donovan and Mr. Valdo W. Eames, at Billings, Mont., on October 30, 1901. Sister Nellie has been operator and agent for the Northern Pacific Railway, at Terry, Mont., for the past seven years, and is a member of Division No. 54. Mr. Eames is a prominent lumber dealer and contractor in Billings. They have the hearty congratulations and best wishes of all.

DIED.—At her home in Central Village, Conn., on November 13, 1901, Mrs. S. W. Aldrich, mother of Bro. A. H. Barber, a member of Division No. 35.

DIED.—Anna P. Owens, only daughter of Bro. and Mrs. H. L. Owens, died on November 6, 1901, in Atlantic City, N. J., after an illness of only two days.

WANTED.—Present address of J. L. Rothe, last heard from at Reata Jct., Coah., Mex., on Mexican International. John, if you see this, write me at Hermanas, Mex.

J. Ed. Coss.

WANTED.—Present address of G. L. Jar-nagin. Last heard of was "walking" east on Southern Pacific out of Beaumont. "J," if you see this, write me at Marche, Ark.

D. G. PEEPLES.

WANTED.—Address of A. J. Hembree. Last heard of was working at Jayenn, W. Va. "HE," if you see this, write me, Keedysville, Md. Have some mail for you.

J. H. DROSSNICKEL.

WANTED.—Present address of J. H. Monroe, last heard of at Eagle Lake, Tex., in

June, 1901. Any one knowing his whereabouts will confer great favor by writing me, Webb, Miss.

W. V. GREEN.

WANTED.—Addresses of Michael Dwyer, R. O. Shingledecker, W. J. Burrell and Geo. W. Points, members of this division. Mail has been returned from the last address.

S. J. KONENKAMP,
Secretary Division No. 52.

2705 Jane St., Pittsburg, Pa.

Brother J. T. Wylie, formerly with the Y. & M. V. Railway, recently resigned to accept a position with the Southern Pacific, at Segura, La.

Bro. A. N. Bruni has returned to his old love, the Mexican Central, after a brief absence in the mountains with his brother. He says railroad life is more preferable to him than country life.

Bro. J. N. Blouin, a prominent member of Levis Division, No. 64, and for a number of years Secretary of that division, was recently appointed Traveling Passenger Agent of the Central Vermont Railway, with headquarters at Levis, Que. All are greatly

pleased to learn of Bro. Blouin's deserved promotion.

Bro. C. W. Richards, a prominent member of Division No. 49, is the inventor of a patent car seal, which bears his name, and which gives every indication of being generally adopted by the railroads.

In the Central of Georgia notes appearing in the November number of THE TELEGRAPHER appeared the sentence, "next is 'BR'." No colors shown here, so won't stop." Our good Bro. R. W. Riser, who is located at Bartow, Ga., takes serious exceptions to being classified with the nons, and this correction is made in justice to him.

Sr. Past Grand Chief Telegrapher, Bro. A. D. Thurston, composed a Christmas poem, which was recited by Master Odin R. Thurston, at the Webster School in St. Louis last Christmas, for which he received the first prize for elocution. Bro. Thurston kindly contributed a copy of this poem to THE TELEGRAPHER, to be used in this issue, but which, unfortunately, was crowded out on account of lack of space. It will be observed that Master Odin's initials form the letters O. R. T. He was born in 1886, the year of our organization.



Gleanings

A friend to everybody is a friend to nobody.

* * *

When the mercury drops to zero—that's nothing.

* * *

California has some Federal labor unions composed of farmers.

* * *

If you would create something you must be something.—*Goethe*.

* * *

A fire insurance company considers a conflagration the best thing out.

* * *

The great Buffalo Exposition is said to be \$3,000,000 short financially.

* * *

Woman first tempted man to eat; he took to drinking of his own accord.

* * *

No man can succeed unless he takes an interest in his work.—*D. O. Mills*.

* * *

The city of Metz not only has no debts, but it has a surplus of 879,400 marks.

* * *

Chicago Typographical Union will celebrate its fiftieth anniversary next June.

* * *

The electrical motor business is increasing \$150,000,000 a year in the United States.

* * *

Newport News has a handsomely furnished and well-apportioned union library.

* * *

"Intestinal Taxidermist," is a sign that adorns the shop of a Boston sausage maker.

The Retail Clerks' International Protective Association has a membership of over 30,000.

* * *

A stomach full of bread is of more practical benefit to a man than a brain full of theories.

* * *

Four things come not back—the spoken word, the sped arrow, the past life, the neglected opportunity.

* * *

Chicago Federation of Labor has submitted the question of discussing politics in the body to the referendum.

* * *

The administration of Minneapolis has announced that the police department will be put on an eight-hour basis.

* * *

Police Commissioners of Newport News have made a rule that all police officers of that city must wear strictly union made uniforms.

* * *

One who is too wise an observer of the business of others, like one who is too curious in observing the labor of bees, will often be stung for his curiosity.—*Pope*.

* * *

The gas accounts of the city of Glasgow show a total revenue for the past year of quantity of gas made was 6,121,367,500 cubic feet, and the quantity sold 5,475,124,000 feet.

* * *

In view of the fact that about half a million postal cards are mailed every year in Germany without any address, the authorities recommend that the address should be written first.

The camel path which for centuries has formed the only connection between Jerusalem and Nablus (Sychem) has at last been made into a carriage road nearly twenty feet wide.

* * *

The Queen of Portugal is, perhaps, the most athletic woman ruler in the world. She is particularly fond of swimming, and at Cascals swims farther out from the shore than any of the other bathers.

* * *

Since Alaska became the property of the United States, the value of the product of her fisheries has been over \$70,000,000, of her furs \$34,000,000, and the yield of her gold mines approximately \$40,000,000.

* * *

The broom-makers are now putting out about 1,000,000 labels per month. This is a good showing, but would be multiplied by ten in thirty days if union men would stand by their principles of helping one another.

* * *

The total number of Chinese registered in the Hawaiian Islands is 28,925, exceeding the estimated Chinese population by about 6,000. There were 17,482 on the island of Oahu, 3,907 of whom were found in the city of Honolulu.

* * *

The bakers' strike is a grave affair. The people of Florence and Milan are in need of bread. Although the government is supplying the master bakers with men from the public service, their output is not at all adequate to the demand.

* * *

A St. Louis paper has just discovered on the federal statute books a law enacted in 1892 which imposes a penalty of not less than \$100 or more than \$1,000 on any railroad company that discharges an employe on the ground that he is a union man.

* * *

Mt. McKinley, with an altitude of 20,464 feet, is the highest mountain in North America, and forms the central point of an enormous and surpassingly grand mountain

mass, situated at the headwaters of the Shushitna and Kuskokwim Rivers in Alaska.

* * *

M. F. Mecartes, of San Juan, San Benito County, Cal., says he has invented a method of making a magnet which will attract gold and silver. The magnet is a common steel chisel drawn down to a point. To this gold and silver shavings adhere tenaciously. His method is kept secret.

* * *

The United States has the greatest amount of telegraph wires, there being one mile for every 77 persons. The figures for this country show 222,587 miles of pole lines, representing 1,118,086 miles of wire. The mileage of Europe is 425,600 miles of line and of wire 1,585,267.

* * *

News comes from Cape Nome, Alaska, that over 500 persons are stranded, penniless, and will be compelled to spend the winter there. The men have no way of making a living through the winter, and a reign of terror is predicted, as many bad characters are among the stranded fortune hunters.

* * *

The Lehigh Valley Railroad Company has issued an order to its train crews requiring that all conversation between them while on duty shall be in English. This is the result of a recent accident caused by the conductor giving an order in "Pennsylvania Dutch," which the brakeman, addressed, misunderstood.

* * *

The railway earnings for the year 1900, according to the advance sheets of Poor's Manual, the recognized authority on railroad matters, show an increase over the previous year of twenty-seven per cent. Operating expenses, of which wages figured as a part, show an increase of one per cent. And you wonder why the workingman should not be happy!

* * *

Every cent spent by a union man for any kind of goods, the goods the product of

"cheap" labor, is a contribution to the sustenance of such labor, and a detriment to and robbery of the object of his professions. There is no sense in fighting an enemy to your progress and welfare, and at the same time furnishing him with ammunition to hold out against you. Keep the label of honest production in view.

* * *

Aluminum is, at the present price, the cheapest metal in the market, with the exception of iron, zinc and lead. The metal is now extensively used in place of copper, brass, tin, and in some cases even iron, especially when the reduction of dead weight is a question of great importance. Aluminum is also beginning to be used very largely as electrical conductors, as it gives nearly the same conductance as copper.

* * *

Cable dispatches tell of the results of trials on the experimental electrical military railway from Berlin to Zossen, in Germany. The speed of the trains has been gradually increased until a rate of 85 miles per hour has been made. It is said that the cars run smoothly, and engineers express confidence that they will be able to increase the speed to 125 miles per hour, which is the maximum speed contemplated for the experiments.

* * *

The Denver & Rio Grande Railroad is to try the experiment of employing women waiters on dining cars. Mr. T. L. Barnes, Superintendent of eating houses and dining cars service on the Missouri Pacific, who will shortly take charge of the same branch of service on the Denver & Rio Grande, is quoted on the matter, as follows: "Girls are neater, cleaner and quicker than men in dining-room service. I shall employ them first in Colorado to see how the public takes it, and if it is satisfactory may introduce the plan on the Missouri Pacific."

* * *

New York printers are boiling mad. They declare that certain school teachers advised

their scholars to turn against trade unions because of the boycott on the *Sun*. New York unionists are also denouncing a school book issued by A. S. Barnes & Co., which is meant as a guide for teachers, and which contains objectionable theological matter and this passage: "Obedience is the cardinal virtue in this life or the life to come. The obedient student will not in after life be among rioters, strikers or law-breakers." It looks as though the schools are being rapidly Carnegieized.

* * *

Tampa, Fla., is furnishing the best example of anarchy that this country has ever seen. Some time ago the leaders of the striking cigarmakers were kidnapped and carried to a barren island, and left with a very small amount of food and water. This was done by the "best" citizens. The kidnapped men managed to escape and return to Tampa. Now the strikers are being arrested and forced to work on the streets until they promise to return to the factories. And yet we boast of freedom, and our "best" citizens are howling for the suppression of anarchy.

* * *

Contractor Hughes, who is building the West Branch Railroad from Clearfield to Williamsport, Pa., has been sued for driving snakes upon an adjoining farm by his blasting or blasted operations. The farmer declared that he and all his family had done little else for three weeks than kill snakes, and as evidence exhibited, strung on a rail fence, 202 of these reptiles, chiefly copperheads and rattlesnakes. For disturbance of sleep, distress of mind, and interruption of farm work, the farmer claimed \$300 as damages. Contractor Hughes seems to have recognized some justice in the claim, or else to have been actuated by sympathy, as he offered to pay \$25, but this was rejected. It will be interesting to learn the view which the courts take upon this novel question of liability. For damages caused by stones thrown in blasting, a contractor may be held liable, but moving snakes is a new offense.

The Cigarmakers' International Union is an organization with a record. It has recently held a convention, the first in three years. President Perkins, in his report, gave the following figures:

Membership, 1887, 2,729; 1889, 17,555; 1893, 26,788; 1900, 33,955.

Number of union labels used by local unions in the last five years, 91,543,400.

Cash on hand in local treasuries, \$1,064,030.37.

Loans outstanding to members, \$75,014.50.

Benefits paid in 1900, \$410,705.20.

Grand total of benefits paid in 21 years 2 months, \$4,737,550.59.

The President gave the locals some good advice in reviewing the strikes that have occurred. "I am persuaded that some of the difficulties could be avoided without a strike. A wise, level-headed committee can do more with an employer with calm, logical argument than can be accomplished with threats and braggadocio. Strikes should never be called until a competent committee has exhausted every effort to bring about a peaceful settlement. Always be cautious and never over-confident."



BAY SHELL ROAD.

Courtesy Mobile and Ohio Railway.

MISCELLANY

RULES AND REGULATIONS FOR TELEGRAPHERS ON COLORADO & SOUTHERN.

THE following rules and regulations and rates of pay will govern the employment and control of telegraphers on the line of the Colorado & Southern Railway Company:

Article 1.—Any person performing the duties of a telegrapher at any telegraph station, whether termed agent, assistant agent or otherwise, shall be considered a telegrapher.

Article 2.—A telegrapher when leaving the service of the company will be given a letter stating his term of service, capacity in which employed, and whether he has been discharged or has left the service of his own accord. If discharged, such letter shall state the reason.

Article 3.—Where merit is equal, seniority shall have preference.

Article 4.—No discrimination will be made against telegraphers belonging to the Order of Railroad Telegraphers, nor against telegraphers acting on committees.

Article 5.—When telegraphers are required to do work other than telegraphing, satisfactory arrangements will be made.

Article 6.—At offices where but one telegrapher is employed, twelve consecutive hours, including meal hour, shall constitute a day's work; where two telegraphers are employed, 12 consecutive hours, including meal hour, shall constitute a day's work.

If telegraphers are required to remain on duty to exceed the above-named hours they shall receive 25 cents per hour for overtime so worked.

Article 7.—If a telegrapher is called after office hours he shall be allowed 25 cents for the call; if kept on duty more than 60 min-

utes overtime thereafter shall be allowed as per Article 9.

Article 8.—Telegraphers performing duty at wrecks, washouts, snow blockades or other temporary offices, shall receive \$2.50 per day of 10 hours, and 35 cents per hour for overtime worked, and no other compensation; time to be computed from the time they start until they return; provided, however, that they shall not receive pay from 7 P. M. till 7 A. M. if relieved by proper authority, where they can receive sleeping accommodations.

Article 9.—Overtime shall be computed pro rata on stated salary, but in no case less than 25 cents per hour. In computing overtime less than 30 minutes shall not be counted; 30 minutes, and less than 60, shall be considered one hour.

Article 10.—Overtime shall not be allowed unless overtime tickets are mailed to proper official within 24 hours from the time service is performed. If overtime is not allowed telegraphers shall be so notified and the reason shall be stated.

Article 11.—In case of suspension or dismissal of a telegrapher, for reasons which he considers unjust, he shall have the right to refer a statement of his case, in writing, to his division superintendent. A thorough investigation shall be given as promptly as practicable, at which the aggrieved employee shall be present. In case he is dissatisfied with the result of the investigation he shall have the right to appeal his case to the General Superintendent for final adjustment. If, upon investigation, the employee is relieved of the charge against him, he shall receive full pay from the time removed to the time reinstated. If, after said investigation, he is suspended, the time of suspension shall date from the time he is removed.

Article 12.—When a telegrapher is transferred by order of the company, or in accordance with the provisions of this agreement, he shall be given free transportation for himself and family, and effects, not to exceed one carload.

Article 13.—The foregoing articles shall be liberally construed in their most obvious meaning, and no privileges or courtesies heretofore existing shall be in any way restricted or abolished.

Article 14.—The salary of all telegraphers shall be in accordance with the following schedule. When additional telegraph positions are created, compensation shall be fixed in conformity with position of the same class, as shown in this schedule:

	Per Calendar Month.		
	Agent and Tele- grapher.	Day Tele- grapher.	Night Tele- grapher.
Denver, Gen'l Ofs. "GO" (Manager)	\$ 83 35	\$75 00	
Denver, Un. Depot "GN"	75 00	\$75 00	
Denver, Un. Depot "DI"	75 00		
Denver, Yard Office	75 00	75 00	
Denver, Freight Depot	65 00		
South Denver	77 50	70 00	
Parkers	62 50		
Elizabeth	62 50		
Elbert	62 50		
Eastonville	62 50		
Falcon	62 50		
Walsenburg		60 00	60 00
Mayne	65 00		55 00
Rugby	61 00		
Lynn	60 00		
Ludlow	65 00		55 00
Forbes Junction	65 00		
Bowen	65 00		
Trinidad, Yard Offices		60 00	60 00
Trinidad, Day Offices		70 00	
Aguilar	75 00		
Hastings	85 00		
Berwind	65 00		
Beshoar Junction	60 00		
Barela			
Watervale	50 00		
Folsom	62 50		60 00
Clayton	62 50		60 00
Sopris	72 50		
Catskill	62 50		
Utah Junction		55 00	
Louisville Junction		60 00	
Louisville	82 50		
Lafayette	77 50		
Marshall	60 00		
Boulder	125 00	70 00	
Longmont	82 50	60 00	
Berthoud	65 00		
Loveland	77 50	60 00	
Fort Collins	92 50	72 50	

Windsor	\$ 60 00		
Arvada	40 00		
Golden	90 00	\$60 00	
Forks Creek	72 00		
Idaho Springs		67 50	
Dumont	50 00		
Lawson	50 00		
Empire	60 00		
Georgetown	81 00		
Silver Plume	82 50		
Black Hawk	81 00	72 50	
Central City	80 00		
Horse Creek	55 00		
Chugwater	62 50		
Wheatland	75 00		
Hartville Junction	65 00		
Giendo	60 00		
Argo	65 00		
Denver, Union Stk. Yds.	77 50		
Sheridan Junction		*22 50	
Morrison	60 00		
South Platte	55 00		
Buffalo	55 00		
Pine Grove	60 00		
Baileys	55 00		
Shawnee	55 00		
Grant	55 00		\$50 00
Jefferson	55 00		
Como	90 00		60 00
Boreas		62 00	
Breckenridge	60 00	60 00	
Dickey	60 00		
Dillon	67 00		
Kokomo	75 00		
Climax	60 00		
Leadville		60 00	60 00
Goros	50 00		
Fairplay	60 00		
Alma	60 00		
Buena Vista	60 00		
St. Elmo	60 00		
Alpine Tunnel		60 00	
Pitkin	60 00		
Gunnison		60 00	

*Remainder paid by Western Ry. Weighing Assn.

THE NEUTRAL MAN.

THE man who does not belong to the organization of his class, but still says he favors unionism, is O. R. T. at heart, etc., would like to be termed a neutral man, if such a term were admissible. A writer in the *Galveston Journal* scores that class of people in the following delightful fashion:

"He that is not with us is against us," should be inscribed upon the banners of organized labor, and should be displayed as a warning to our non-union friends who

say "I don't belong to the union, but I have nothing against it," or "the union is all right," etc. For a man to remain neutral is, of course, a personal right, but for a man to remain neutral when he hopes in his heart that the union of his co-laborers will succeed in obtaining for himself and others an increase in wages, better working hours, or rather some other desirable benefit, is a pretty "poor stick of a man." There is no neutrality for a wage worker to stand upon; he must be for or against the union representatives of his labor. The simple fact that the union exists, that the object of its existence is to secure benefit to the class of labor it represents, that its platform is broad and its principles praiseworthy, destroys all possibility of anyone maintaining a dignified, honorable neutrality while his co-laborers proclaim themselves as union men and wear a badge of their trade union. Therefore, every man must be for or against the union, and if any attempt to remain neutral, it is simply hypocrisy; in plain English language, it is riding two horses—the employer and the union. Every self-respecting wage-worker should be a member of his trade union; neutrality is cowardice. It is standing in the world of labor with arm extended and hand outspread to receive benefits, and, at the same time, keeping a sharp eye out for danger; if the benefits reach the hand they are eagerly received. If danger appears, the extended arm falls to the side, and trembling footsteps are heard in a convenient alley—that is the way neutrality acts.

There is another sort of neutrality; it is that practiced by the backslider; the neutrality which prompts a man to only pay dues to the union when there is something substantial in sight. Backsliders are barnacles, which delay the ship of organized labor from reaching a safe harbor. There are also barnacles inside of the ship—men who pay dues and act as though they were ashamed of themselves, for they never speak of their union or endeavor to secure results. They say they are "for the union," but their daily life is against it. Is it any wonder that true-blue union men speak contemptuously sometimes of their fellow-workmen? How can a man who has the

moral courage to support his convictions and express them have a very high regard for a co-worker who never has an opinion of his own and declares himself a "neutral" except on pay days?

Pay days the neutrals receive increased wages, secured by the trades union, but conveniently forget the influence that brought the benefit to them. Organized labor is a business proposition, and should be carried out in a business way, by conservative business men, and when employers recognize the right of employes to form trade unions and treat with them with a desire to eliminate strikes and boycotts, there will be no difficulty in avoiding the many labor disturbances that now exist.

A NEW INVENTION.

WHAT is considered the perfection of multiple telegraphy has just been demonstrated in a series of experiments between Paris and Bordeaux. The operators found no difficulty in transmitting on the same wire sixteen messages at the same time, and received messages from an equal number of operators without the slightest confusion.

The success of the experiments is so unquestionable that the director of the French Post and Telegraph Department proposes to establish the Mercadier apparatus immediately for the purpose of transmitting to Havre and Brest cablegrams for England and America.

Before the Academy of Sciences M. Mercadier, the inventor, recently explained his new system. "It is based on the principle of using undulatory currents," he said, "instead of continuous, its well known movements transmitting themselves in undulations that co-exist without destroying one another. Every drawing room illustrates this—the voices of the different talkers, the sounds of a piano and other noises not interfering in the slightest degree because they are undulating as well as pitched in different keys.

"Thus I have used a number of transmitters, each accorded to a different note in the scale, and therefore making a different number of vibrations. The first transmitters were tuned to G, the second to A, etc.,

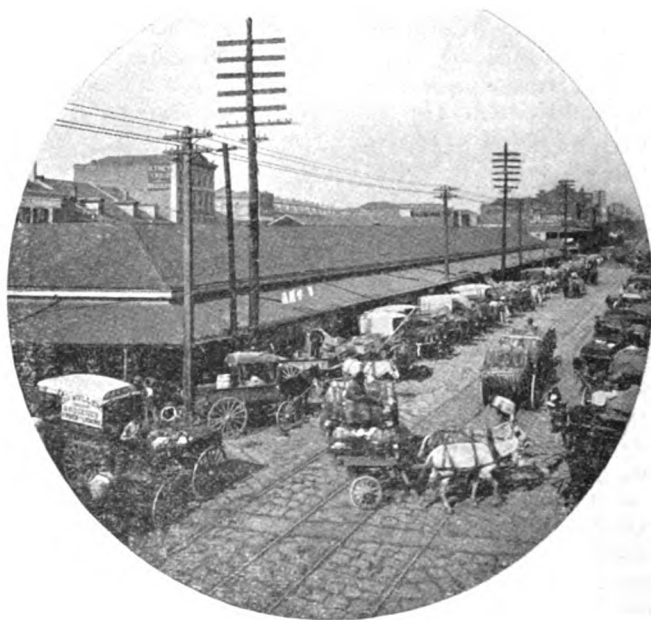
each vibration sending a short, sharp current over the wire. A corresponding apparatus is placed at the receiving end, each responding only to the similarly tuned transmitter. In other words, messages fly along amicably and distinctly on a single wire precisely as conversations cross one another in the same room."

The inventor added that his apparatus could be established at any point on a wire

such circumstances, thus reducing its efficiency. All efforts to "quad" the Atlantic cables thus far have proved fruitless.

THE FREIGHT CREW THAT STOLE A JAIL.

HERE was always a cruel and relentless war waging between the C. J. & F. K. Railroad Company and the town of Manikee.



FAMOUS OLD FRENCH MARKET, NEW ORLEANS.
Courtesy Mobile and Ohio Railway.

and was perfectly capable of sending messages in different directions, the number being limited only by the number of pitches employed.

Telegraphic experts have hitherto been able to get no further than the "quad" or quadruplex system, invented by Mr. Thomas A. Edison in 1874, by which four messages can be sent and received at the same time on the same wire.

Even this system in damp weather or during electric storms works poorly, it being impossible to transmit messages rapidly on the "common side" of the wire—that is, from two of the keys on each end—under

Manikee was a small town, but it did not know it. In its own estimation Manikee was a metropolis, and it pained Manikee that the C. J. & F. K. Railroad had not recognized that fact.

Manikee felt certain that the C. J. & F. K. Railroad owed most of its prosperity to the fact that Manikee was on the line. Yet the railroad seemed singularly unmindful of all that it owed to Manikee.

Several things had happened to widen the growing breach between the town and the railroad. One of the things that hurt Manikee most was the running of the St. Louis cannon-ball express through the town at the

rate of about a mile a minute. If the people of Manikee wanted to go to St. Louis on this particular train, they had to drive six miles south to a town named Hamptonville, the hated rival of Manikee.

Manikee had wailed loudly over what it called the unjust discrimination of the railroad company, and the company had sent a man all the way from St. Louis to explain to Manikee that the reason the train stopped at Hamptonville was because there was another railroad there which crossed the C. J. & F. K. at grade, and, therefore, both roads were compelled by the State law to bring their trains to a dead stop at the junction.

But Manikee refused to accept the apology. The express stopped at Hamptonville, and, therefore, it ought to stop at Manikee.

To be sure, there were hardly three persons a week who would have boarded the train at Manikee if it had stopped there, and one of these was old Mrs. Pierson, who would only have gone as far as Hamptonville to see her sick sister, while the other two would probably have been a stray drummer for a grocery house, and old Squire Leonard, who used to be in Congress, and who was the great man of Manikee.

But, just the same, the fact that the cannon-ball express did not stop at Manikee made a deadly enemy of the town against the railroad.

The town council passed the most strict laws against the railroad running trains through the town at a greater speed than thirty-five miles an hour, and the town marshal, Jake Salters, used to stalk the freight trains like a deer hunter, and arrest them every time they left a freight train lying over a crossing for a second over three minutes.

Jake had a watch about as big as a saucer, and a star like a tin plate. He would sneak down behind the old mill and peek out at the freight crew switching cars about in the yard. When a box car would be left blockading the street longer than the time fixed by the town council of Manikee, Jake would converge on the scene, waving his cane, and holding his watch as high as his head.

"Surrender, surrender, gul darn ye," the town marshal would command. "Surren-

der, b'gosh. Ye've kept that ther' crossin' clused for four minits, and th' law says ye shall only clus it fer three minits. Come on, darn ye, to jail."

Jake would arrest the conductor of the train and a brakeman or two if he could find them, and march them down to the office of Squire Rubens, where they would be perhaps fifteen or twenty minutes before the station agent could get them relieved.

The trainmen on the C. J. & F. K. finally became so angry at the town of Manikee they would have cheerfully burned the place off the map, if they could have done so without taking any chances on going to the penitentiary.

They resorted to all the small tricks they knew of in the way of revenge. The engineers opened their whistles wide when they went through the town, and every engine went screaming through the silent watches of the night at Manikee like insane demons. The freight crews threw coal at the dogs of Manikee in the daytime, and at night they pelted the houses along the track.

Manikee got even by increasing its police force by one man, and vigorously enforcing all the blue laws against the railroad that the town council could think of.

It was a favorite pleasantry of the town marshal and his force to arrest a brakeman or conductor at a time when the justice of the peace could not be found at his office or in his house, so that the railroad men would have to be confined in the calaboose until the magistrate returned.

One night three brakemen were arrested for keeping a crossing closed for four minutes. The agent piteously protested that the freight train could not be delayed, but the President of the Town Board was relentless, and the three men were locked up, and the freight train had to wait on the side track until a crew could be sent down from Hilton to take the places of the men being held in durance vile.

The three brakemen did not remain in jail quite as long as the jubilant citizens of Manikee thought they would. The brakemen got tired of staying in the calaboose about midnight, so they broke down the door, and went away on the midnight passenger train.

After that it was hard to keep the railroad men in the calaboose. They had a way of breaking down the door, or tearing the bars out of the chimney that was discouraging.

Finally the town of Manikee voted money to build a new calaboose with. It wasn't to be large, but it was to be tighter than a drum, and so constructed that there would be no breaking out of it. It was built within a couple of weeks, as it was not more than twelve feet long by about ten wide. But it was made of heavy timber, and the door was of oak that would have defied an ax to chop it down. There was one little window near the roof, not more than six inches wide and about two feet long, so that even if the iron bars were pulled out, it would be impossible for the slimmest brakeman on the C. J. & F. K. Railroad to squeeze himself through.

"Now, gul darn ye," said Marshal Salters, as he shoved Conductor Tom Donovan and Brakeman Jim Rodgers into the hot little hole, "I'll guess ye won't break out of that in a hurry."

"Good heavens," said Jim, as he sat perspiring in the mean little calaboose, "I would sooner be shut up in a smokehouse. If this is what we're going to get as a regular thing in this town, I think I'll hunt another job."

"It's pretty tough," said the conductor, "but the worst part of it is that we will both be fined about \$20 apiece to-morrow, and we'll have to pay it. The company has had so much to pay out in this town, and has had so much trouble with these people, that strict orders have been given the train crews to avoid any unnecessary collision with their blue laws here, and the old man further says that when any of us are clearly proven to have kept that blessed crossing closed longer than the time allowed, why we'll have to pay the fine ourselves, that's all. And you know I did keep that crossing closed about six minutes to-night. I thought that old tin-starred marshal was at his supper, where he belonged."

"Well," said the brakeman, "I guess we're up against it, but the worst part of this business is to think of the boys sweltering in this bake oven in summer. What is that whistling? Guess it must be the

wrecking train that's been up to Cerro to put those box cars on the track."

"Jim," said the conductor, sullenly, "if that train stops here, whistle or something, and see if you can get Pat Harris, the boss of the wrecking crew, to come over here, I want to talk to him."

The train stopped, and the brakeman blew a siren-like note that lured Mr. Harris to the calaboose window, where he had a long talk with the gentleman behind the bars. Mr. Harris seemed quite taken with the proposition advanced by the conductor.

"It's a go, Tommy," said the boss. "The kellyboose is only about ten feet from the track, an' 'twill be aisy. We're a-goin' now ten miles beyant, an' we'll come back about midnight an' do the trick thin."

At about 12:30 o'clock the wreck train came quietly back to Manikee. The car on which is placed the big crane stood on the track nearest the calaboose.

A jail delivery had been planned, but a jail delivery on a scale that would have alarmed a hardened jail-breaker. The door of the calaboose was too heavy to be readily beaten in with an ax, and, beside, a few blows would have awakened the town marshal and his vigilant staff, who were quietly sleeping in their homes a short distance down the street.

The wrecking boss had a much better plan. The great crane was swung outward by the crew, and the heavy chains dropped down around the calaboose. Then with much squeaking and groaning, the calaboose was lifted bodily into the air and deposited on the freight car.

The wonder and consternation in Manikee the next day was something startling. Who had stolen the jail? Of course the railroad company was under suspicion, but nothing could be proven. The town council offered \$25 reward for the return "of the Manikee town calaboose, stolen by unknown parties on the night of May 8th," but nobody appeared to claim the reward.

The disappearance of the calaboose seemed to take the nerve out of Manikee. The town was never quite the same after that. The other towns all about guyed the place until some of the leading citizens moved away.

The town council withdrew the blue laws against the railroad, and now the road keeps their trains on the crossing for half an hour if they're so inclined, and the fireman throws coal at Marshal Salters if he so much as opens his mouth.

And Brakeman Rodgers, who lived near the yards in St. Louis, suddenly added in a few hours' time quite a snug little kitchen to his house. And one window in the kitchen has bars across it.—*Chicago Tribune.*

COYOTES COME IN TO BE SCALPED.

HANK JONES, an old trapper, who passed through Portland some months ago on his way from Idaho to the Klamath country to engage in the business of extirpating coyotes for the sake of the bounty paid for the scalps of these pestiferous animals, arrived here Saturday on his way back to Idaho, a very much disgusted man.

He said that, from what he had seen in the Oregon papers in regard to the number of coyote scalps which had been turned in and bounties paid on, he had imagined that he could make a fortune in the Klamath region in one season. The number of coyotes he saw running everywhere over the cattle ranges when he got into Klamath County encouraged him in his idea, and he hastened to set all his traps. The first night he caught several coyotes, but was astonished to find that only one of them had a scalp. The others were bald-headed—that is, like old "Uncle Ned," they had no hair on the top of the head, in the place where the hair ought to grow. He could not understand this, but said nothing, and went on with his trapping. While he was in Klamath County he caught dozens of coyotes, about 75 per cent of which were baldheaded, and some had a new scalp partially grown.

He finally began to inquire what was the matter with the coyotes in that section. He found that while the sheep men were anxious to have the coyotes killed off, and had secured the passage of the bounty law, the cattle men wished the coyotes preserved, in order that they might kill off the sheep and leave the range grass for the cattle. The cowboys employed by the cattle men had worked to this end by running down and

lassoing coyotes and ripping their scalps off, and allowing them to go at large. The coyotes suffered but little from the loss of their scalps, and finding that after they had yielded them up they were allowed to frequent the cattle ranges, without being molested, and to grow fat on mutton, they soon grasped the situation and began to come in and be scalped when hot weather set in. A new scalp grows on the bald heads in one season, and they all come in once a year to be scalped, and the cowboys are getting rich on bounties, while the number of coyotes increases.

Mr. Jones says that unless the bounty law is repealed every cowboy in that region will be a millionaire and the State will be bankrupt in a few years. If any one doubts this statement, he is assured that Mr. Jones is an honest man—in fact, he has long been known in that part of Idaho where he resided as "Honest Jones."—*Portland Oregonian.*

WITH HAMLET LEFT OUT.

HERE was only one vacant seat, and Leighton sank into it with a sigh of weariness, and, but a passing glance bestowed on the occupant of the window end of it. He noted merely that it was a woman, her face turned the other way and almost wholly concealed by the hood of the waterproof she had drawn over it to shut out drafts. She was huddled up in the attitude that betokens sleep, or an attempt to obtain it, in travelers by night in day coaches, and Leighton lost no time in following her example. It was dog tiring work to be routed out of a comfortable sleeper and made to wait three-quarters of an hour at a ramshackle flag station till the owl train came along that would bring them with diminished grandeur to the end of their journey.

It was small wonder, then, that Leighton was more successful than three-fourths of the regular passengers in losing the sense of present misery in slumber that might inspire restful dreams of the past or the future. In Leighton's case it was of the past, and a mighty pleasant past, too. He was back in England, his boyhood's home. It was a bank holiday afternoon and they were

punting on the Thames. At least, they had been punting; just now they were tied to the bank under a spreading tree. He was stretched comfortably out in the bottom of the boat, his head on the seat, and his eyes on the girl who was reading to him from her pile of cushions in the stern. He didn't know what she was reading, and it did not matter about this in the least, as he paid no attention to the book. He had asked her to read merely in order that he might enjoy watching her face without being detected in the act.

What a beautiful throat she had! He wondered if she ever realized this herself. And that dimple! The impulse to make her smile so that it should come still more in evidence was irresistible. But at that instant a passing steamer tossed the punt on its swell, and Leighton woke up to find his head on the back of the car seat, and his eyes staring straight into those of the girl of his dream. She was considerably older, to be sure, but Leighton would have recognized her even had a vision of the night not brought her image back to his mind. And she, too, knew him at once, perhaps owing to the fact that he wore no mustache. Certainly neither had far to look, for their heads were within half a foot of each other.

"Reg Leighton, is it really you?" exclaimed the girl, impulsively putting out her hand and yet appearing incredulous.

"Well, rather," was the man's reply. "Have you been dreaming about me, too?"

"Dreaming—what do you mean? I haven't heard of you in, I am afraid to remember, how many years. I didn't think America was so small that I should meet you before I had been here six weeks."

"How do you happen to be here? Tell me about it. My word, but it's a starter to actually see you after that dream!"

"Why, were you dreaming about me?"

"Rather; you and the Thames and the punt and the great old times we used to have together. You haven't forgotten them, have you, Natalie?"

"Not I; but when did you dream all this?"

"This very minute, in this very seat. Come to think, that was the very last time I saw you. When I had this chance to

come out here and went down to bid you good-bye, you were away from home. And what a lot of things have happened since then!"

"They must have been jolly happenings in your case, Reg. You are looking well and as if the world had found good use for you. Why didn't you let old friends hear from you once in a while, sir?"

"Well, you see, you had no brothers, our people moved away when I came out to the States, and—and you had never asked me to write to you, you know."

"You had never been away from me long enough to give me the chance," was the answer, spoken so low that Leighton all but lost the words. He stirred uneasily in his seat and fixed his eyes on the back of a certain head, bent in slumber, further along the car.

"And are you living in the States now?" he asked, with a slight abruptness.

Before she could answer the train drew up with a jerk, and the girl sprang to her feet with a cry of dismay.

"This is my station; and I forgot all about it. And Reg, will you please reach that bag?"

Leighton stepped aside to let her pass, snatched the valise from the rack and followed her out on the car platform.

"Why, there's nobody here to meet me!" he heard her cry, as he sprang to the ground himself. "They couldn't have got my telegram. Oh, Reg, what shall I do?" and she turned to the friend of her youth, who, in an agony of apprehension, kept an eye on the conductor standing by the baggage car ready to give the signal to go ahead.

"Come back to the train," was the only thing Leighton could think of. He was obliged to call it out rather loudly, too, for his companion had gone by this time to the extreme rear of the station building in search of her friends. And at this instant she cried in a relieved tone:

"Here comes the carriage now. I'll take my bag now. Thank you, Reg."

In a few bounds Leighton was by her side.

"Good-by," he said, "I must run for it now."

"Come and see us," she answered, getting the words in as fast as she could, for the train had already begun to move. "The name of the place is—ah!" She broke off quickly.

The cars had gathered speed faster than Leighton had supposed; the last one had cleared the end of the station platform a second before he reached it, and he barely saved himself from an ugly fall. Stunned with horror, he stood looking at the two red lights which were quickly being reduced to pin points in the blackness.

"I'm so sorry, Reg," exclaimed the girl, coming up. "I've made you miss your train. But never mind, you can ride over to the house with me. Mother will be delighted to put you up. And you can take an early train on in the morning. It really won't make so very much difference, you know. Now will it?" wistfully. "Did you have anything of value on the train?"

"Did I have anything of value on the train? My all is on the train." This utterance was spoken by Leighton in an undertone. "Oh! that will be all right," Leighton stammered, as he recovered himself. "This unlooked for incident will all be smoothed over and fixed up by this time to-morrow."

He simply hadn't words to tell her that the thing of chiefest value to him on that swift receding train was a girl with brown eyes—which he trusted were closed in slumber—a girl to whom he that morning had given his name. For this—heaven save the mark—was his wedding journey.—Mathew White, Jr., in *Munsey's Magazine*.

THE PHANTOM HEADLIGHT.

IN the dispatcher's office sat several men, employes who, finding time weighing rather heavily on their hands, had gathered there for a few moments of social intercourse. It was Howard Denison's "trick," and while the visitors sat about the stove conversing on familiar topics, he bent over his desk attending to duty. But finally the "click" of the instrument ceased and he was for the time at liberty. Observing this, Ed Blackmore said:

"Boys, let's have Howard tell us of some of his experiences while on that trip in the South and West."

"That occurred over three months ago," Howard suggested as he felt in his pocket for a match. "Whatever happened then is old and stale by now."

"But you spin yarns so well you can make it seem new and, really, you have told us very little about that," Dave Bonner replied.

"I think a story would be the proper thing," said Frank Ellis. "Come, Howard, you can't well decline to accommodate us when the desire is so unanimous."

Howard laughed lightly, sat thoughtful for a moment, then asked:

"How many of you believe in omens? that is, 'Third time's the charm,' 'Black cat brings bad luck,' and so on?"

Glances passed around the group, but not a soul replied. Silence was becoming too apparent when Dave Bonner, laughing slightly uneasily, said:

"Speaking of black cats, I have a fireman friend in Colorado City who will stake his reputation on them and their ability to bring misfortune. Once when he was starting out one of them crossed his path just by the front gate. He immediately turned about, went through the house and out the back way, and continued going in that manner for a solid month."

Again silence settled on the group, and finally, to relieve it, Ed Blackmore asked pointedly:

"Do you believe in such things, Howard?"

"No, can't say that I do," was the slow reply. "But you all know Nat Ewing?"

"To be sure. He used to run south from Denver, but is now stationed at Pueblo, one of the company's most trusted engineers at that point, I believe."

"Correct. Well, he may not have faith in the inevitable, but says that when next he sees a phantom headlight it will be the death of him."

"A phantom headlight—whew! Tell us about it."

"Nat and I, as you know, are great friends. We used to go to school together before we took to railroading, consequently when I was off on that little jaunt I stopped a few days with him in Pueblo.

"He had just come in from a run west to Buena Vista when I got there, and was one of the first men I met as I stepped from the

train. We had not seen each other since he went down there several years ago, and his greeting was very cordial. He insisted on my going home with him at once, saying that as he had been on duty for thirty-six hours, without rest or sleep, he would certainly be given respite for a long visit.

"Going into a restaurant we had supper, then went up to his room, and had just become seated when the caller came, notifying him that he was marked up to pull a special. Of course, Nat was angry, as he had a right to be, and remonstrated vigorously, but to no use. The special, an official's train, had just come in from Denver, its engine in bad order and unable to proceed, and as my friend's was the only one available he had to run it out to continue the trip.

"Had it not been for Nat's disappointment I would have been much pleased at the prospect, for a night ride on an engine going sixty miles an hour, as would probably be done with that special, was one of the things I had been wishing for.

"Well, Nat invited me along, of course, and we went down and ran out the 69 just as the sun dropped in behind the mountains to the west. Then he strolled in to get his running orders. When he returned his face bore a better expression, and he laughed.

"It's not so bad as I expected, Howard,' he said. 'Our run to-night will take us only to Walsenburg, and with no bad luck we'll be back shortly after midnight. It's not like having several hundred miles ahead of one, up through the gorge and across the range.'

"However, that official seems to have taken a liking to the 'smoky city,' for he went up town somewhere and did not get back until 11 o'clock. I expected Nat would become wrathful, and fume and fret, but he did no such thing. Evidently he had grown accustomed to such delays, and after having got 'made up' we sat in the cab and talked over old times. Eventually I discovered that he did not respond as freely as he had been doing, and closer observation from the fireman's seat, where I had located myself while that individual was somewhere about the depot entertaining several young

ladies, revealed the fact that my companion was braced comfortably in the corner on his side, and just on the border of dreamland. Realizing how very sleepy he must be I turned and leaned out of the window. A veil of clouds had gathered overhead, and the suggestion of a mist, through which the electric lights shone dully, was in the air, with a soft, warm breeze fanning my cheek.

"After a time the fireman came and climbed aboard, and soon the conductor was alongside giving the signal to proceed, then we were off.

"The run around to Bessemer was slow and unexciting, but after having passed that point Nat, with the right of way and a clear track, let her out a little. At the moment I thought we had attained the maximum of speed, for the wind, which had before been but a light, soft breeze, now whistled about the cab, and the mist, grown heavier, dashed against the windows like a regular down-pour. But I quickly found I was mistaken as regarded the speed, for Nat straightened up, pulled the throttle wide open, and soon we were literally plunging through the sea of blackness into which our headlight cut a swath along the glistening rails.

"The acme of exhilaration seized me and I thought my heart would surely go right through the top of my head. I sat there, holding on with both hands, gazing out to where the rails, dripping moisture of the mist, shimmered like two streaks of fire. Pretty soon I gasped for breath, for the rails ran straight into a black gulf and disappeared. Before I could suggest to either of my companions that a stop would be very agreeable to me we struck something, the engine swerved to one side and I was flattened against the cab, while Tom, the fireman, watched me and grinned. Then I looked out again. The rails were in place once more. In fact, the sharp curve had been rounded, and we were now dashing down a straight line.

"Presently I glanced across at Nat. Both his hands were grasping the lever, his head bowed forward upon them. I was about to call to him when he straightened up with a start and peered forward along the track, keeping his gaze riveted in that direction.

But only for a minute did this last, then he nodded drowsily a few times and his head sank back to rest.

"I turned to the fireman. He was smiling at my evident alarm at being hurled against space by a sleeping engineer and, seeing that I was about to question him, he said:

"'Fact is, Nat has been tried almost beyond human endurance. This is not the first time I've seen him like that, but no harm has ever come of it. He is always awake and alert at the proper moment.'

"'But don't you sometimes get in like condition?' I asked.

"'Oh, yes, when I am pushed into the harness as he has been. But there are more of us firemen, and we can often lay off when an engineer cannot. I was not out with him on his last trip, so am in better trim. But no wonder there are unaccountable railway wrecks when engineers are worked beyond their ability to endure. However, there is no danger here, for this is a six-mile stretch of almost straight, level track, and the line will be kept open for us all the way down to Walsenburg.'

"He stooped and threw open the fire box, permitting a bright, red glare to flood the cab. I was watching Nat at the instant. He started up and stared ahead. The air-brakes went on with a thud. For half a minute a bewildered expression was on the engineer's face, then over him seemed to rush a realization of the entire situation. When we came to an abrupt stop a few rods farther on he deliberately took from his tool box a hammer and a wrench, and descended to the ground. The fireman and I followed, the former no doubt wondering what the trouble was, I cogitating as to the manner of Nat's explanation when we should be alone, for, somehow, I felt sure that the complete stop, the hammer and the wrench were but a ruse being employed to conceal something else.

"Nat was down peering under the running board when the conductor came hurriedly up, and demanded:

"'What's the trouble here?'

"'A loose wheel cover, I think, from the racket it was making,' was Nat's quiet reply. 'Yes, there it is.'

"'Well, go ahead when you have it fixed,' said the conductor, and he sauntered back to the express car.

"'Go around to the other side, Tom, and see if everything is all right there,' was Nat's request of the fireman as he crawled under the machine; and Tom, taking another wrench, went over. Hardly had he disappeared when Nat was standing at my side, asking in the strangest voice I ever heard him employ:

"'Howard, did you see anything on the track ahead of us?'

"'Not a thing,' I replied, startled by the question and its manner. 'Did you?'

"'Yes. A headlight was there. It flashed into my face as plain as I ever saw one in my life, a train, coming head on not a dozen rods away.' He sighed, glanced around, then continued: 'I saw it once before, almost six months ago, at almost this identical spot. I had been out twenty-eight hours when asked to make this run with an excursion train. Howard,' and I never before saw him so earnest, 'if ever again that phantom headlight crosses my path death and destruction will accompany it.'"

The narrator paused in his recital, and after a short space of intense silence Frank Ellis asked:

"What then?'"

"Nothing in particular. We completed the trip without mishap, and Nat's still running west from Pueblo, occasionally pulling an extra in some other direction. Evidently the deceptive light has not again intruded itself, or else it failed to bring the ill luck which he seemed to fear, for—there's a call from Pueblo now."

Howard hastened over to his table to take the message which was coming, and as the instrument clicked it off his face became pale and rigid. Having received the full report he flashed out orders, then sank back, groaning, into his chair.

"What is it?" asked Dave Bonner, in alarm.

"The Phantom Headlight," Howard replied huskily. "A head-end collision be-

tween Bessemer and Walsenburg. Nat Ewing, pulling the passenger, dashed into a freight train midway of that six miles of straight track. He and his fireman, both of whom had been steadily on duty for thirty hours, are dead, and a dozen passengers injured."—By L. E. Frankforter, in the *Locomotive Firemen's Magazine*.

THE WRONG NUMBER.

THE ideas which some people have about the movement and handling of trains are often somewhat vague, and sometimes very amusing. A lady, accompanied by four or five children, six or eight baskets of lunch, and several other necessities (?) walked up to a ticket office of the Union Pacific, recently, and demanded information regarding her train; what track it would be on, and how long it would be before it got here, etc., and ended by asking what the number of the train was. The ticket agent replied that it was No. 101.

In a few minutes the train came steaming into the station, whereupon she grabbed her children and bundles and rushed out on the platform. Back she ran to the ticket office, rapped on the window with her umbrella to attract the attention of the agent, and yelled in a very excited manner: "Why, that is not No. 101, it's No. 1837." She had looked at the number on the engine.—*E. x.*

THE DIGNITY OF LABOR.

IN a corner of the great, dusty workroom of a large suit-making establishment, near a grimy window, sat a young woman awaiting the "starting of the steam;" not idly, for the dinner half-hour was seldom all "wasted" in eating. She was sorting out pieces of cloaks, and laying them together, ready to be run under the greedy feeder of the machine when the wheels should begin to turn. Agatha Willis might have been handsome in her early youth, for her features were regular, and her hair still waved prettily back from a low, wide forehead; but her thin form was bent, the sharp shoulder blades and elbows showed

all too plainly through the cheap calico dress, and her back had taken on that long curve so common to sewing women. Her gray eyes were dull, her skin sallow, her cheeks hollow, and her lips, which still possessed a graceful curve, were dry and colorless. She seemed a mere working machine now, all beauty, grace, animation gone long ago with the youthful hopes, tender dreams and bright thoughts that belong to girlhood.

No one was near at the moment. Most of the women had snatched the opportunity to catch a breath of fresh air at an open door ten stories above the surrounding city. In the workroom the dust and lint thickened the hot air, and the disorder and litter all about made it seem more suffocating than it would otherwise have been. Some one opened a door leading from the office and came out. Agatha gave a hasty glance and said to herself, "The new manager, I suppose," and continued her work. He began to look over the bundles of work lying on the machines as though to familiarize himself with the class of work being done. He was a prosperous-looking man, self-possessed and intelligent and thoroughly business-like. Agatha paid little attention to him until he came and stood at a machine near her. Then something familiar in his motions caught her notice. She knew him! Childhood came back again—happier days of plenty and of pleasure, and this man, then a gallant boy, her playmate and defender, appeared by her side, an imperious maiden who thought the world made for her. She wondered if he would know her now, this Ralph Trenton, who had so suddenly come out of the beautiful past into the sordid present. She bent more closely over her work, and almost hoped that he would not recognize her. But he turned toward her at last, and she felt his gaze upon her. Then she looked up and smiled faintly.

"It is Agatha—Agatha Willis! I cannot be mistaken?" He added the last hesitatingly, as though there was still a doubt.

"I am Agatha Willis. I remembered you first, Ralph Trenton," and she slowly put out a hand. He hastened to take it, but a look of doubt and pain lingered on his face.

"I cannot make this seem the sunny-faced, bright, little friend and comrade of my boyhood. Agatha, has the world gone so hard with you?"

"Not harder than I deserve, I suppose. I have heard it said that we all get what we merit sooner or later. Since my father and mother died, my life has been work principally, and that is what we are for, it seems."

"Then it should not injure us. You look worn and sad—"

"And ignorant and awkward and coarsened, you think," Agatha added, with a smile that was half bitter, half ashamed. She suddenly became vividly conscious of her rough, needle-prickled fingers, her mussed hair, her faded face and worn calico gown; she felt the contrast painfully between this cultured, cleanly, well-poised man and herself. She regretted now that she had recognized him; she must see him day after day, the other workers would look on and wonder, and he himself would not like to renew their old acquaintance—they were so different now. She resolved that she would have as little to say to him as possible. But he was still looking at her with a kindly but half-pitying smile.

"You have not had your rightful chance, perhaps," he said, "but you may not have made the best of such chances as have come to you. Pardon my old-time frankness, Agatha, but I must tell you about one of my hobbies. It is that honest work should not injure or degrade any one, no matter what its nature. That is one reason I did not choose a profession instead of this vocation. 'Labor is noble and holy—' you remember?"

"It might be made so, but not by the individual in the midst of this chaos of enforced drudgery and poverty everywhere."

"Oh, you mistake! But I will see you again. We will go into this question farther, and then I want to know more of your life since I last saw you." He bowed slightly and hurried away. The women were hastening back to their seats and the bell would ring in another half minute.

They did not meet again for several days. The forewoman of her department had noticed her conversation with the superintendent, and was full of curiosity.

Agatha told her she had known him formerly, but nothing of the man himself or her long acquaintance with him. Her fingers flew with their accustomed, mechanical swiftness over her work, and she seldom looked up from it; but she could not entirely banish from her thoughts the man whom she had once ordered about with all the petty queenliness of a somewhat spoiled girl of fourteen and fifteen. She was surprised at her own sensitiveness and at the abashed feelings that had affected her. Why was it? Why had she felt so much humiliated—so much his inferior? Had she not been industrious, honest, faithful—everything that she had always heard led to success and plenty? It had all resulted—and she realized it in that instant as she never had before—in the loss of her youth, her girlish beauty, in the uncultured mind and plain, awkward person.

One day, as she sat alone with her simple lunch in a paper on her lap, she was startled to see him coming toward her.

"How came you to choose this work, Agatha?" he asked, without any preliminary greeting. "Do you like it?"

"I do not know that I did choose it. It was thrust upon me. As to liking it—I never thought whether I liked it or not—until a few days ago."

"And now?"

"I—believe—I hate it! It has had a bad effect upon me."

"You have allowed it to have a bad effect upon you. I believe all work is ennobling. We should dignify our toil, not let our toil degrade us. Now, I have been a very busy person ever since my boyhood, and I am not dissatisfied with the results." Mr. Trenton looked complacently down at his white hands and smiled gravely.

"What have you done?" Agatha asked bluntly, a feeling of resentment rising within her breast.

"I first clerked in a clothing store, and acquired there a good knowledge of the business; we were connected with a firm in the city, and I was finally sent here. By putting all my energies in my work—by liking it, in fact, I came to be something of an authority on goods of this sort. My employer liked me, and treated me as

a son. I have had time to study and have been encouraged to improve myself. I have been practically my own master, and I have never betrayed the trust reposed in me. I was sent for a short time ago to assume this position at a good remuneration. I have simply been faithful and have received the natural reward of my faithfulness."

"I, too, have been faithful, and have received the more common rewards of faithfulness."

work I am not interested in having it done, and for too little pay. This is the case with thousands of other workers. We women labor ten and twelve hours a day for our employers, then five or six in our own humble homes, if we would be decent and clean. Do you expect us to do more?"

"Yes. Maintain your dignity. Love your work. Think noble thoughts."

Agatha seemed greatly agitated. "I wonder if you know," she said, warmly, "what



MARDI GRAS SCENES.

Courtesy Mobile and Ohio Railway.

"I am afraid you do not go about your work in the right spirit. I still insist there is nothing degrading in labor itself. The masses of workers are at fault for allowing themselves to become debased, subservient, dwarfed."

A flash of color flitted across Agatha's face.

"You do not seem to understand the condition of the mass of workers after all," she said. "They may be at fault—as an ox is at fault for being what he is. I am what I am, worn, ignorant, backward and disinclined to improve my mind, because I work too hard and too many hours; at

routine work is, carried so many hours each day that muscles, bones and nerves ache to distraction, each with an exquisite pain of its own, with nothing to be gained by it except the sustenance to enable one to keep on with it? I am not seaming, binding, overcasting, trimming, because I want these things done, but merely that I may gain the money to keep on with the struggle. This is forced work—slavish work—drudgery—it can never be dignified. Labor can never be noble and holy until it is free!"

Mr. Trenton smiled in an amused manner, and Agatha suddenly became con-

scious that her words sounded rather grandiloquent.

"You should not provoke me," she exclaimed hotly. "You are laughing at me and at all of us, and you have no right to! You consider me your inferior; there was a time when you did not! What wonder that we are all dolts. You have never toiled as we have; you cannot understand our lives—you never can! Go your superior way and allow us to travel our humble roads in peace."

Agatha picked up her pieces of cloaks and turned her face firmly away. Ralph checked his first impulse to answer her, for it was near the hour for work to be resumed, and coolly walked from the room.

The days passed and the two did not meet again. Agatha had resolved to have very little to say to him; if he spoke to her she would answer him and that was all.

But this resolution did not prevent her from thinking of him. She heard his voice, saw his half-provoking smile and fathomless eyes, imagined often that she felt his presence or that he was quietly approaching with some odd, abrupt speech or greeting. She was angry with herself for it, but thoughts of him were not to be banished, and she often found herself longing to catch a distant glimpse of him or hear his voice ever so far away. One evening, when she had concluded that he meant always to avoid her, he came up suddenly and said abruptly:

"To-morrow is a holiday. Will you go out on the lake with me? It is growing late for excursions, but there are still some small steamers making short trips to various points. Will you go?"

He was outside her sphere, and the sooner she could put him out of her mind the better it would be for her.

"I must work at home to-morrow. I have no time to be idle."

"That is where you are wrong. You should snatch every opportunity to rest; you can work better afterward, and you will not wear out so fast."

"I cannot go, Mr. Trenton. I am sorry, and I thank you."

The words sounded very cold, but he did not know how close to the surface the tears lay. He only bowed and turned away.

Agatha worked harder than ever; and she grew paler, thinner and more careworn. She could not return to her old apathy, to the old, calm endurance of her lot. Inwardly her life was burning up with her restlessness and unhappiness. That she must not see or converse with Ralph, yet know that he was near through all the long days, was torment to her. She at last determined to end it.

"I have worked here for seven years and I know very little of the world. But I will go away from here. I can find work somewhere else, and peace once more. I cannot bear this. I cannot trust myself."

She gathered up her few belongings, sent in her book to have her earnings made out, and went quietly out with the others without bidding anyone good-bye. She could not confide in her fellow workers at such a time.

No one knew where Agatha had gone or why. The older hands missed her, and the forewoman bewailed resentfully her absence as she had always been so reliable; she had never failed them before. But soon, to all appearance, her place was filled and she forgotten.

Ralph was astonished when he found her no more in her place in the corner, but he was so certain that she would eventually return, that for a long time he would make no inquiries. Then when he began to ask cautiously worded questions, he found that she had gone away, but where no one knew.

Then he began to feel angry that she had deliberately and completely disappeared without a word to him. He had purposely avoided her for a time with some vague masculine idea that he would teach her a lesson. But it looked different to him now that he had lost her completely. He began to think of her and to long for her constantly. He watched for her on the streets, at restaurants where working girls were wont to go, at labor meetings and other probable places. But for a long time she seemed to have disappeared from the face of the earth.

Chicago is a great city, and one often lives for years there and never meets the friend who lives a block or two away. But

it is also small, as one does meet in the most unexpected place the person he least expects to see. And thus one day, as Ralph was walking moodily along a quiet street, he met Agatha face to face.

It was a surprise to both. But she was looking better; her form was fuller; her face fresher and evinced more decision and character than before. She walked with a firmer step, and to a great extent she had lost that old, wearied, apathetic, shrinking appearance. She blushed on seeing Trenton, paled a little, but soon recovered her self-possession, and cordially extended her hand. He clasped it, and turned and walked with her. She led the conversation into easy channels, and soon they were talking as any old acquaintances might.

A close and enjoyable friendship grew up between them. They discussed again and again many phases of industrial subjects, and with much less of heat and feeling than were expressed when they first met in the old factory. She had obtained work more suited to her, and she had studied and thought a great deal. For Ralph's words had had their effect, though she had combated them so warmly at first. She had taken, by main force sometimes, leisure from work to rest, reflect, read and think.

The worker who can never do this is the one who invariably sinks and degenerates into a clod. Often conditions are such that it is impossible—and this is one of the reasons that there is a "labor question" which "can never be settled until it is settled right."

They came to understand one another so well, after a time, that they did not care to separate again. They were married, and a new and happy home established.

Agatha gained a new, more mature beauty in place of the youthful prettiness she had lost. She grew bright, genial and witty, and her interest in her fellow workers deepened as the years went by. She was one of the busiest of women, seldom idle from early morn to the close of evening. Her husband said to her one day:

"Agatha, I do not know a woman who accomplishes more work in a day than you. Why do you not wear out, fade, grow humble and apathetic?"

"I think, Ralph, that you know why. I am happy, and I am free to labor as I like. I like my work, for I am interested in what I accomplish. My labor is free, and that is the secret of my great content in it."

LIZZIE M. HOLMES.

—In the *International Woodworker*.



Woman's World

OUR RIGHTS.

TALKING of a woman's rights, it is a puzzle to me to find any truthful reason why woman should not be considered and treated as man's equal. It surely can not be that women are not as well qualified as men to work for the betterment of humanity. The human race of to-day all over the world surely stand in need of the best workers in order that they may come to know more of life in its highest and most beautiful sense. It is not because there is no need of a woman's help.

In some of our cities vice is so openly prevalent as to make one stop and wonder what kind of voters they were who would place men in city offices who, in some cases, not only allow wickedness to run wild, but refuse to have anything to do with reform.

As a rule, it is women who must suffer most from the result of man's tampering with intemperance and its many kindred vices. It is no small wonder that the women have been so patient for so long a time in waiting for the men to better the conditions of humankind. Much has been said and written on this question as to woman's ability to be man's equal. In the home woman has shown she can handle the affairs in a business-like way and many times possesses a shrewdness and capability above the husband.

As to what is a woman's place it seems impossible for any human to try to decide that for the thousands. That is for the individual to decide. One woman may be hemmed in by circumstances over which she has no control, she sees the question in a different way from others who may have more freedom. It is surely pleasing to our God to see a woman who is womanly enough to enter into work of any kind, if necessary, to honestly earn enough to support herself, and as is often the case, a family besides.

Who would not honor the woman finding herself and children without any support who would go bravely to work doing with her might whatsoever her hand found to do? It is not every woman who is so fortunate as to have a loving, happy family, together with a comfortable home.

Those who are so blest should be very careful in their judgment of less fortunate sisters who are women, even though they be compelled to suffer. Should the latter seek to remove some curse which is blighting their lives, why should any one say they are not womanly?

We are each one traveling over a road; once over means a lifetime gone, with everything that goes to make up that lifetime. How very careful we should be to look for the best as we pass along! How much more earnestly we should strive to help each other on to a wider and a more complete life. Many persons do not realize that life once gone, is gone forever, and in that they are like one who must go by some beautiful scenery every day without ever seeing any beauty, until finally they awake to the fact that they will not go over that road again very soon, maybe never; then at each step some beauty, not noticed before, comes into view.

With the Thanksgiving season and the joyous Christmas time so near at hand, let us away from argument to see how many lives we may cheer and brighten by our earnest endeavor. In helping the individual up into light we exalt the standard of our nation and fill our places as men and women. Then, after these joyous days comes the beginning of a new year, bringing with it so many appeals to our better selves, ever urging us on to greater activity in behalf of our fellowmen. May He who directs the universe keep and direct the present officers of our O. R. T. ever in paths of right and justice.

and give them aid in upholding the cause of the oppressed among their fellow-laborers. Let each one see to it that they give aid and encouragement to our present officials and see if the coming year will not bring with it prosperity and peace to our O. R. T.

BERTHA HOUSER.

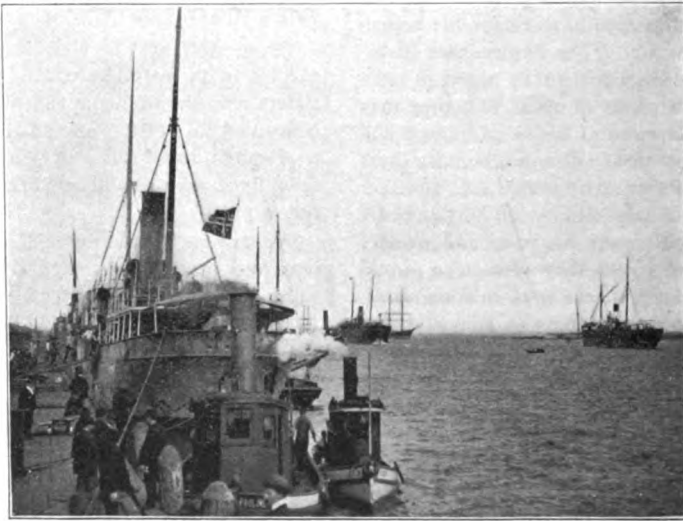
Pittsburg, Pa.

AN AUXILIARY.

SOME months ago some of our good sisters introduced the subject of establishing an Auxiliary to the O. R. T., and so far as I was able to judge

unionism as the wives of the members of the other railway brotherhoods; we love our homes and our children just as dearly as they. Then, why should we not take up the subject of organizing an Auxiliary to the O. R. T. and carry it to a successful conclusion as has been done by our sisters, members of the Ladies' Auxiliary of the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and the Brotherhood of Railroad Trainmen? Many benefits as well as many pleasures would come from it.

Let us impose on our new Editor by requesting him to assist us in this effort.



BANANA SHIP UNLOADING, MOBILE.
Courtesy Mobile and Ohio Railway.

from the correspondence published, there seemed to be quite a sentiment in favor of it. Suddenly the matter was dropped—for what reason I know not.

It was my good fortune a few days ago to come in possession of the B. L. E., B. L. F. and B. R. T. journals, which were kindly given to me by a passing crew, and in perusing them I find that these three great organizations have Ladies' Auxiliaries to them. Apparently the O. R. T. is the only one of the five great railway organizations that has not a Ladies' Auxiliary. The reason for this is not apparent. Certainly we, the wives of the members of the O. R. T., are just as enthusiastic in the cause of

Surely he will not refuse our first request.

I would like to hear from all the sisters on this subject through THE TELEGRAPHER.

ROSE.

TO "RUN" CITIES.

WITH the enlargement and expansion of woman's sphere there has come an interesting development of new conditions which are the direct outgrowth of the old.

For ages housekeeping and the neat and orderly arrangement of the family's domicile has been woman's peculiar province. With the lightening of home duties by mod-

ern inventions and the coming of the woman's club, offering outside opportunities for woman's activities, there has a perfectly natural thing happened. Woman has turned to municipal housekeeping. She has taken her innate instinct for "cleaning up" from her home into her dooryard, and thence into her neighbor's dooryard, and thence throughout the city fathers' domain.

With such success, too, has she done it that in some quarters the proposition has been seriously made to turn over to the women certain functions of city government. This, too, has come without a hint of woman's suffrage in or for the plan. For these people, even these women themselves, are many of them opposed to suffrage, and have never asked for the enfranchisement of women.

How this passion for housekeeping has been carried into the streets is illustrated in the briefest possible review of what the leading women's clubs of the country have accomplished.

In Chicago, the West Side Woman's Club, not long ago, held a great mass meeting to arouse public interest for cleaner streets. An improvement association has been formed by the women of South Park, Chicago, and their purpose is to secure the cleaning of the streets which the politicians have sadly neglected.

Hull House, the Chicago Settlement house, has organized a band of 500 children to pick up papers from the streets. So active have these Chicago women been that the newspapers have now gone so far as to advocate that the work of street improvement be officially turned over to them.

The Woman's Health Protective Association of New York City succeeded in getting enforced the ordinance against expectoration. They are now struggling to abate the nuisance of overcrowded street cars, and they have already petitioned the Councilmen to build garbage crematories.

New Bedford (Mass.) women have collected over \$12,000 for the purchase of a public library.

A free library has been opened by the New York State Federation in Phoenicia, N. Y., and more of the same sort of work is planned.

The women of Montclair, N. J., are devoting their attention to street signs, drinking fountains and a pure milk supply.

Village improvement and horticulture are being vigorously engaged in by the South Carolina State Federation.

And so the list of achievements of the women's clubs of the country might be multiplied.





HOME, SWEET HOME.
Courtesy Mobile and Ohio Railway.



QUAIL SHOOTING.
Courtesy Mobile and Ohio Railway.

Poetical

Christmas Song.

Oh, bells that chime your sweetest!
Oh, world of glistening white!
Oh, breezes blithely bringing
A message of delight!
From leafless hill and valley
But one refrain I hear,
"A merry, merry Christmas,
And a glad New Year."

From humble home and palace
The kindly voice is breathed;
From forest arch and pillar,
And meadows snowy wreathed.
An echo from the angels,
A psalm of good cheer,
Hark! "Merry, merry Christmas,
And a glad New Year."

Oh, Light of heavenly gladness,
That falls upon the earth!
Oh, rapture of thanksgiving
That tells the Savior's birth!
The golden links of kindness
Bring heart to heart more near,
With "A merry, merry Christmas,
And a glad New Year."

—George Cooper.

Regal Labor.

Why will they crush the uncrowned King,
The man who builds, and works the land,
Whose products show on every hand,
Whose sweat and toil rich gladness bring
And cause the very earth to sing,
In cantos soft and pure and sweet,
Of worth and work, and all that's meet;
Him they crush and mar and sting—
Mar and sting
The uncrowned King.

But honest labor needs no crown;
It has a royal right to live;
All things are its to hold or give;
Its hands with toil and stain are brown,
And also stained its well-worn gown;
Muzzle not the ox that toils
And tills the rich, productive soils,
And thus secures well-earned renown—
Earned renown
And needs no crown.

—F. A. MYERS, in *American Federationist*.

Don't Look for Flaws.

Don't look for flaws as you go through life;
And even when you find them
It is wise and kind to be somewhat blind,
And look for the virtue behind them,
For the cloudiest night has a hint of the light
Somewhere in its shadow hiding;
It is better far to hunt for a star
Than the spots on the sun abiding.

The current of life runs every way
To the bosom of God's great ocean;
Don't set your force 'gainst the river's course
And think to alter its motion.
Don't waste a curse on the universe,
Remember, it lived before you;
Don't butt at the storm with your puny form
But bend, and let it fly o'er you.

The world will never adjust itself
To suit your whim to the letter;
Some things must go wrong your whole life long,
And the sooner you know it the better.
It is folly to fight with the Infinite,
And go under at last in the wrestle,
The wiser man shapes into God's plan,
As the water shapes into the vessel.

—ELLA WHEELER WILCOX.

Little Brown Hands.

They drive home the cows from the pasture,
Up through the long, shady lane,
Where the quail whistle loud in the wheat fields
That are yellow with the ripening grain.
They find in the thick, waving grasses,
Where the scarlet-lipped strawberry grows;
They gather the earliest snowdrops
And the first crimson buds of the rose.

They toss the hay in the meadow;
They gather the elder bloom white;
They find where the dusky grapes purple
In the soft-tinted October light.
They know where the apples hang ripest
And are sweeter than Italy's wines;
They know where the fruit hangs the thickest
On the thorny blackberry vines.

They gather the delicate seaweeds
And build tiny castles of sand;
They pick up the beautiful sea shells—
Fairly barks that have drifted to land;

They wave from the tall, rocking treetops,
Where the oriole's hammock nest swings,
And at night time are folded in slumber
By a song that a fond mother sings.

To those who toil bravely are strongest;
The humble and poor become great;
And from these brown-handed children
Shall grow mighty rulers of state.
The pen of the author and statesman—
The noble and wise of the land—
The sword and the chisel and palette
Shall be held in the little brown hands.

—Selected.

The Man in the Tower.

Beside the track there's a narrow tower
Where some one watches away,
And a thousand lives he guards each hour
For two or three dollars a day;
The man who toils and the millionaire,
And the lisping child he has in his care,
And the crowded trains rush to and fro
And the people come and the people go
With never a thought of him watching there!

Beside the track in his narrow tower
He guards when the skies are blue,
And he peers away through the blinding shower
Still keeping the signals true,
And the man who has more than his rightful
share
And the man who has dreams of joy somewhere,
And the man who laughs and the man who
sighs
And the maid with the lovelight in her eyes
The Lord resigns to His tender care.

Beside the track in his narrow tower,
Unknown, unsung is he
Who holds in his hands a greater power
Than an admiral of the sea!
And the man who is bent by a weight of care

And the man who has sighted a goal somewhere,
And the men who rule in temples of trade,
And the mother at home, and the blissful ma'd,
Do they think of him when they kneel in prayer?
—S. E. Kiser.

The Tramp.

Here I will lie upon the grass
Beneath the shade of sheltering trees,
Unseen by people who perchance will pass,
My wearied limbs will be at ease.
Could a child distressed find a kinder spot
Than a mother's bosom to rest his head?
A homeless tramp, by friends forgot,
I'll soon be numbered with the dead.

My strength is waning day by day,
And hunger at my vitals gnaw;
My feet have trod the narrow way
And I've obeyed the moral law.
I might have been a wily knave,
And filched the widow's cruse of oil,
Or made a fellow man my slave
And lived refined upon his toil.

I might have been a sneaking thief—
Worn jewels rare and raiment fine;
Of shams and parasites the chief,
And boon companions drink my wine.
But I preferred to earn my bread,
And slaved from dawn to set of sun—
A pauper grave when I am dead
Is my reward for labor done.

Work, said the rich, brings sweet content,
And those who toil by heaven are blest;
We drones allow them ten per cent
Of what they earn; we steal the rest.
To what country have the poor a right?
What use to us your power and gold?
Establish justice on the throne of right,
And bring all men within its fold.

—HENRY M. EDMISTON.



FACETIOUS

No Value.

Freddie—Can't you give me something for my head?"

Doctor—Wouldn't take it as a gift.—*Chicago Daily News.*

Always Asleep.

"Suppose I put on your husband's headstone the word 'Asleep?'"

"It will not be necessary; he was a policeman."—*N. Y. Herald.*

There Are Others Like Her.

Friend—Do you permit your wife to have her own way?

Husband (positively)—No, sir. She has it without my permission.—*Tit-Bits.*

One Cause of Failure.

"De reason some of us doesn't git along," said Uncle Eben, "is dat we sits down dreamin' of automobiles when we orter be pushin' a wheelbarrer."—*Washington Star.*

Did She Go?

"I have nothing but my heart to give you," said a spinster to a lawyer who had successfully concluded a case for her.

"Well," said the lawyer, gruffly, "go to my clerk; he takes the fees."

The Programme.

"A candidate always says he is going to do a great many things after his election."

"And when he is in office?"

"He says he is going to do them after re-election."—*Washington Star.*

A Pig.

Willie Williams—Mamma?

His Mother—Well, Willie?

Willie Williams—Sister Harriet is a pig! She wants the biggest peach of those two you gave us, and I want that for myself!—*Brooklyn Life.*

His Market Was Brooklyn.

"No, sir," exclaimed the loud-voiced drummer in the smoker. "I'm proud to say that no house in the country has more men pushing its line of goods than ours."

"What do you sell?" asked a curious one.

"Baby carriages."—*Syracuse Herald.*

When They Were Reminded.

Sunday School Teacher—Now, children, what did Pharaoh say to Moses?

Children—We don't know.

"Oh, yes, you do. He told Moses to go and do something. Now, what did he say?"

"Go way back and sit down!"—*Baltimore American.*

It Made a Difference.

The dispute was as to the number of words in a market message.

"Will you count 'frogs'-legs' as one?" asked the sender.

"No, sir," answered the receiver, "not unless they were one-legged frogs!"—*The Telegraph Age.*

Nothing Much.

"Bridget, there's a policeman at the door come for you."

"Sure, is ther, mum?"

"Yes, Bridget; I hope to goodness you haven't been doing anything wrong!"

"I hope not, mum."

"What have you been doing, Bridget, that he should come after you?"

"Only fallin' in love, mum."—*Yonkers Statesman.*

Pictorial Distortions.

"So you are not in favor of suppressing the caricaturists?"

"Certainly not," answered the eminent statesman. "What's the use of suppressing the caricaturists so long as you can't do anything with the amateur photographers?"—*Washington Star*.

Shrewd Guess.

Miss Pechis—Mr. Slocum called on me last evening.

Mr. Wryvell—Huh! he's slow. Didn't he make you tired? Talked and talked about something idiotic and uninteresting, I'll bet.

Miss Pechis—Well, he talked about you a good deal.—*Tit-Bits*.

Approximating His Wealth.

Sunny South—I dreamt last night dat I wuz rich.

Evening Breese—How much wuz yer wuth?

Sunny South—Oh! I must hev bin wuth millions—I know I wuz workin' like a horse, had dyspepsia and a young wife, and wuz in de U. S. Senate.—*Puck*.

Base Ingratitude.

"Dear me!" exclaimed the lady who had become addicted to the slumming habit, "I wonder if there is no way in which we can make these poor people happier?"

"Yes," said the woman of the house, as she straightened up beside her tub and rubbed the soapsuds from her hands, "you could help matters a great deal by knocking at the door before you come in and snoop around."—*Chicago Record-Herald*.

He Wrote It.

In a school for colored children there was a little boy who would persist in saying "have went."

The teacher kept him in one night and said:

"Now, while I am out of the room you may write 'have gone' fifty times.

When the teacher came back he looked at the boy's paper and there was "have gone

fifty times." On the other side was written, "I have went home."

Wise Boy.

"What are the first teeth called?" asked the teacher of the juvenile class.

"Milk teeth," answered the class in chorus.

"Correct. Now, who can tell me what the last teeth are called?"

After a prolonged silence a little fellow raised his hand as if struck by a sudden inspiration.

"Well, Albert," said the teacher, noticing the uplifted hand, "you may answer."

"False teeth," proudly responded the youthful observer.—*Chicago News*.

So Would You.

A high school girl said to her father the other night:

"Papa, I've got a sentence here I'd like to have you punctuate. You know something about punctuation, don't you?"

"A little," said her cautious parent, as he took the slip of paper she handed him. This is what he read:

"A ten-dollar note blew round the corner."

"Well," he finally said, "I'd simply put a period after it."

"I wouldn't," said the high school girl. "I'd make a dash after it."

His Great Ambition.

"I wish I could write better," sighed the boy.

"Is that all?" asked his mother.

"Well, I wish I could spell better, too," he admitted.

"How about arithmetic?" she inquired, but in this line he betrayed little interest.

"Well," she said, "I am glad you are ambitious in two things, at any rate. But why do you select writing and spelling particularly?"

"Because," he replied, "if I was real good in those things I could write my own excuses for tardiness without being caught, the way Jimmie Doolittle does."—*Chicago Post*.

Our Correspondents

"BROTHERHOOD THROUGH BEGGARY."

BY JOSE GROS.

WE have been intimately acquainted for over 22 years with a fine couple, ever since they became husband and wife. None of the best kings and queens of the best Oriental or Occidental civilizations could have been more handsome, well built up, more cultured, refined, charming and better educated than our two friends. And please remember that our modern Caucasian races have not yet the culture or good physique of the best Oriental races in old times. We are yet crude, unfinished, unartistic in relation to certain races 2,000 years ago. Our friends commenced life with bright prospects. The man had about \$6,000 capital. With that sum the average intelligent man had then a better chance of considerable success than the same has to-day with \$15,000. Because that is progress, you know, to decrease opportunities for men with but small capital in relation to the immense figures to which we give the power to control and monopolize everything under the sun. Our couple, born and reared in that choice State, Massachusetts, if wealth, intelligence, etc., can be choice (we don't know anything about it), started business operations in one of our richest central Southern States, just where a small capital could soon tell the best story if somewhat properly handled, yet the capital of our friends disappeared like smoke in less than two years, and they returned, poor and disconsolate, to their ideal city, that modern Athens of ours, "Boston."

In poverty and desolation have they remained in Boston, or not far off, for about 20 years, trying to make both ends meet in

different occupations, and never succeeding in that, now and then in need of charity from friends. That couple represents a type of which we have not less than about 5,000,000 population in our nation, more or less dependent on help from about 200,000 families at or toward the top of our own glorious (?) social pyramid.

Every now and then, and even to-day, that couple could have accepted a \$12 weekly salary. As they have no children, that would be equal to \$1,240 per annum, over double what is obtained by 85 per cent of our family groups of five, as an average. They prefer to stick to a higher social position, even if that needs charity from their old friends. And that is the case with at least 5,000,000 of our population, as we have already stated. And the labor to be performed for those \$12 weekly salary would be the only kind our fine male friend can perform on account of his absence of business organizing power, yet endowed with great fidelity to duty under some boss or other in industrial life.

There we have again that great progress of ours, giving only to a few the power or taste to evolve the business organizing faculty, to fewer yet, the chance or opportunity to have some capital of their own, to less still the shrewdness to protect themselves against the predatory instincts of some, invited by our monopoly laws, impossible to exist without those laws. And what but our progress is responsible for that absence of self-esteem which accepts charity rather than descend a little lower into the social ladder? And what but vile laws can make the lower steps of that ladder?

None of the above types or general tendencies would be found anywhere if civilization did not yet rest on charity, beggary, poverty, meanness, simply because we re-

fuse to establish equity in our principal relations between man and man.

On one hand it is estimated that our annual charities of all kinds, public and private, organized or not, by rich and poor, represent in the neighborhood of two hundred millions of dollars. On the other hand, a book has been published, under the patronage or approbation of our national government, showing, in most carefully collected data, that in checking crime and taking care of criminals, we spend eight hundred millions of dollars per annum. For every one dollar we pretend to give to God in charity, we give four dollars to Mammon in our manufacturing of criminals through our blundering sinful legislation.

To first create beggars, and then feed them, to first create criminals and then punish them, keeping them shut up like wild beasts, etc., what a noble civilization ours is!

And what about the millions whom we force to beg for wages or are in farms, far off into the wilderness, on land which is not worth having, and does not pay to develop, while millions of acres close to towns and cities are kept idle by master land monopoly? And every now and then uncontroverted statements are seen in the best papers showing that for every man wanted, by advertisements, dozens or hundreds reply, anxious to have but half or even less of what the average family group needs to-day to live a sanitary life. And if you try to ascertain how even many middle families have to live, you will see that not even they (or them) obtain the sanitary needs, with the earnings of one or two members in the family. Then you can notice that beggary for this or that undertaking, great or small, wise or foolish, is the order of the day all over in cities, towns and hamlets. And what are the general effects of this universal beggary? It demoralizes both giver and receiver. Not one in 500 or 1,000 can we find who is willing to raise his little finger for the establishment of the truth. Self-complacency on the part of givers, mental stupefaction on the part of receivers, narcotized consciences with all. There we have the fruits of our universal beggary evolution.

We are doing this, we are doing that, helping this fellow, helping the other, ac-

complishing so much in such a direction, so much in the other, why not to let well enough alone, that is, why not let iniquity flourish? Why not keep righteousness in the background? Why not go on gathering the sweat of the working people, and roll in wealth produced by the other fellows?

Of course, that we should not let anybody suffer, if we have something to spare. Of course, that we should even pinch ourselves rather than to have others go hungry, etc. "These things we should do, and others we should not leave undone." Something like that was Christ's answer to the Pharisees, when they bragged, as many of our brethren do to-day, about their charities and other good works. What could Christ mean by other things not to be left undone? Don't you think that He must have meant "not to stand by iniquity, but to stand by righteousness?" Yes, the brotherhood He preached was not brotherhood through beggary. It was brotherhood through equity, the kind that was to establish the kingdom of God, the kingdom of truth, just the kind that we fine fellows don't want to have, don't long for, don't care a rap about.

We certainly have some 2,000,000 of men able to give and willing to give rather freely. The rest of our people, family groups, can barely keep alive and yet meet the emergencies of modern existence. Possibly 2,000 out of those 2,000,000, one to every 1,000, try to do something for the kingdom of "*brotherhood through equity*." The rest prefer "*Brotherhood Through Beggary*." And please remember that under the divine standard even charity has no merit but when it is unknown by everybody and it represents our own pinched needs, not the pinched luxuries. The bulk of our modern charity, proclaimed from the housetops, glorified by givers and receivers, * * * that charity has nothing to do with that preached by Christ. It is mostly used to narcotize our own conscience, to enable us to roll in wealth without any great discomfort because of high duties neglected. And thus we lose the best and choicest joys, given only to the men who work tooth and nail for the triumph of truth, for equity and honesty in our fundamental social relations.

THE CONSPIRACY OF CAPITAL.

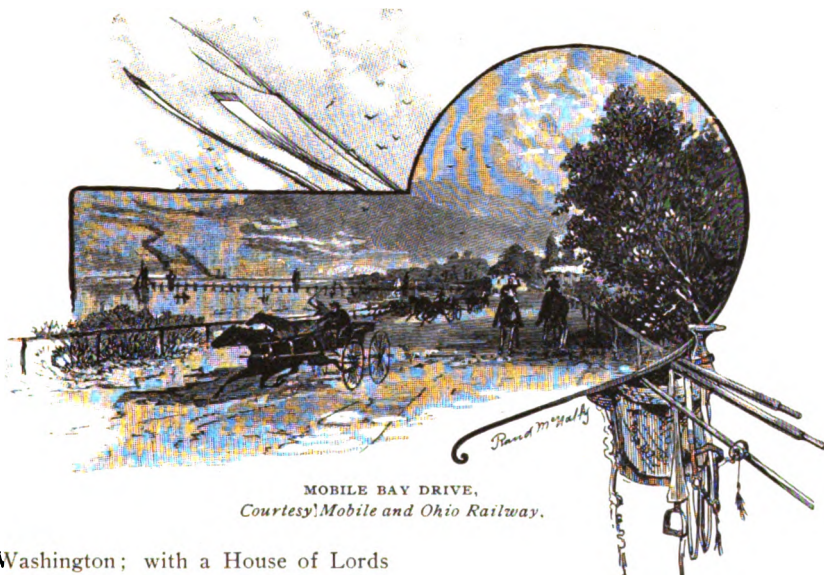
THE NEW REGIME.

(Continued from page 1038.)

The New Regime! The New Order of Things! What was it to be? and when? and how?

Some there were who dreamed of crowns and coronets and the brilliant pageantry of splendid courts, glowing, glittering, and shining over and around and through the streets of beautiful Washington, democratic Washington, phosphorescent, putres-

and undignified if not absolutely ridiculous. "Who in a republic," asked these royalists of each other, "Can found a 'house?' who can build up and establish permanent place or position for one's children and his children's children to even the second or third generation?" What incentive to noble action is this changing, heaving, shifting, evanescent condition of social and political life; no class to rise out of, no class to rise into, no stable "orders," no lasting "honors;" this mulish state, with no pride of ancestry, no hope for posterity.



MOBILE BAY DRIVE,
Courtesy, Mobile and Ohio Railway.

cent Washington; with a House of Lords in the north end of the Capitol, and a House of Commons, very common Commons in the south end, and Windsor Castle, "enlarged and improved" at the White House, through whose royal halls should sound from lackey lip to lackey lip their own princely titles nobly carved for themselves, by themselves, with the sword? no, barbarian! with the milled edge of the almighty dollar.

The dream of women, this, you ask dear reader! no, sweet innocent! of many brawny, broad-clothed men as well as hundreds of their weakling apes; some with brains and some with none, but all with that false ambition for the show and power of prideful privilege and place, which the surge and flow of a republic made so uncertain and unstable as to be uncomfortable

"Oh, for a fixed 'place,' a secure 'position,' an heirloom of privilege and power for me and mine, for us and ours."

No selfishness in that, you see; no cruelty, no injustice for you and yours, for the people and theirs, for the unnumbered millions shut out forever. Not for these ambitious ones the pride of ancestry, that the grey hairs were honest, the hoary head honorable, the worn, bent frame the housing of a man who loved justice and truth and mercy and his fellow-man, and "did unto others as he would they should do unto him;" not for them the "hope for posterity" that it should inherit such heir-looms from such an ancestry, that it should hold no "place" it had not earned, no "position" to which it had no right, no "privilege and power" ex-

cept that of righteous opportunity to do the best, and be the noblest permitted it by nature; not for them the lasting "honors," the "stable orders," the established "classes" of Justice, Truth and Right; Oh, no.

And yet there were some thousands, some few thousands, happily, of these shriveled souls, with the worm-ripened ideals and hopes. Not often did the people hear of their sentiments. Not often were they spoken outside of their "set." But by the example of their living they were doing what they could to propagate them; and they were not without power and influence. Many of the Trust Presidents and officials assembled at the banquet, and many more of the capitalists whom they represented would have hailed with delight the immediate prospect of an American Monarchy. They only regretted that the time was not yet quite ripe for the *coup d'état* that should effect it, and comforted themselves meanwhile with the thought that it was surely and rapidly coming. "Yes, that" they dreamed, and their wives and sons and daughters and their sycophants dreamed, "was the New Regime. But not yet." Some good and true and patriotic citizens dreamed it, too; fearfully dreamed it.

Others there were who did not dream, but saw, or thought they saw, that the New Regime was but the old intensified, strengthened, extended, continued indefinitely; political methods more and more "effective and practical;" political parties more and more amenable to control of "leaders" and politicians; legislative bodies more and more responsive to the interests of "business and property;" the judiciary more and more conservative of the "rights of capital;" the executive more and more the "special agent of the money power;" the press, the pulpit, the bar, the bench, more and more the "organs of wealth;" the riotous mistakes of Labor more and more capital's opportunity of pegging it down and pegging property up; the people more and more dependent, subservient, submissive, until the Rule of the Dollar is undisputed in the land, and the pathway of the Oligarchy of Wealth is smoothed of all difficulties, social, industrial and political. To this number belonged a large majority of the "money changers;" the managers of

industry, the stock and bond holders and manipulators, the politicians and the professions generally. They said to each other, "why paint the lily or gild refined gold? Why perilously do by blundering force, what can be safely done by finesse and stealth. No New Regime except the old for a hundred years and more, at least."

"No New Regime, aha! we'll see," laughed others confidently who knew *they* didn't dream, but saw, not "as in a glass, darkly," either, but as "face to face." "Our party will sweep the country this campaign, and then you'll see. No New Regime? aha! watch us turn the rascals out and our own honest fellows in, and then you'll see! then, ho, for high tariff, for prosperity, for more confidence, for a vigorous foreign policy, for expansion; and ho, for low tariffs, for more coin, for sympathy for the man-in-the-moon; down with the trusts, down with Imperialism; ho, for the Monroe doctrine, for the Nicaragua canal, for currency reform, for rotation in office, for civil service, for undoing what the other fellows ought not to have done, and doing what they ought to have done. Ho, for the triumph of tweedledum; ho, for the downfall of tweedledee; No New Regime? Well, what name will you give to that?"

So thought and lived the thought, thousands upon thousands of the "old party" voters in town and country, in factory and field and mine and farm, blinded by the prejudice and bigotry of habit, custom, environment, partizan passion, section and narrow self-interest; so thought and lived the thought, thousands upon thousands of good men and true, who though senseful and bright, lived in the narrow circle of the past, partly from wilfulness, partly from lack of real opportunity to know of a different present, and partly from ignorance of their vital need to know it. But their wilfulness was growing less; their opportunities greater; and their ignorance enlightened. Still to them, in waning hope and belief, however, the New Administration if it were *their* administration was the only New Regime their vision could discern.

Passing over those despairing ones to whom the on-rushing New Order of Things meant the sun veiled in darkness, and the moon and stars in blood, the earth

in chaos and mankind in everlasting woe, there was yet another class to whom the New Regime meant a triumph for Justice, for right principle, and for the people; a restriction of privilege, an enlargement of just opportunity. To them it meant that the reigning forces of corruption, defilement and pollution that marked industry, politics, government and society, growing over-bold, over-confident and over-impudent would over-leap their purpose, and by some audacious movement, careless and contemptuous of the people, reveal their hideousness, hypocrisy and treason, and thereby rouse to indignant and effective action an outraged nation. Whether that action of the disillusioned people would be of force and arms or of the ballot, they did not know; it depended on the measure of confidence among the adherents of entrenched capital; but this they knew, that it would be effective, that the despotism of capital would be forever broken, and the reign of rings and bosses, political and plutocratic, would be known no more in the land; for the causes that made them possible, and the means of their extirpation were being revealed to the people, and the tide of aroused indignation would in its flood carry the people to the fullest and most effective reforms. To them it meant a New Declaration of Independence, a New Bill of Rights, a New Constitution, a Government of the People, by the people and for the people, industrial as well as civil. The when and how were not for them to fore-choose or foresee. A power mightier than they or the opposition would determine that; but when it came, that would be the New Regime.

Those who actively held to this belief were not many as compared with the multitude of the people, neither were they powerful, industrially or politically; but they did what they could to hasten the glad hour that should ring out the old and ring in the new. They were not always united in the hastening methods they undertook, but their one object was to bring the Thought, the Idea, the Principle of the Coming Reformation as clearly and rapidly as possible before the minds and hearts of the people.

In the organization of labor into trades unions, in the upbuilding of a political party, in educational agitation, in industrial association, in a hundred ways they labored but always steadily towards the same object—the Responsible Administration of Industrial Power. And they believed that the heaven was working, that the people unconsciously even to themselves were absorbing and assimilating the doctrine, more, perhaps, from the example and oppression of capitalists than from their own direct teachings; and that as the match to the fuse and the fuse to the mine, so would the provocation and the opportunity be to the present Order of Things. The most they could do would be to prepare and be ready to help shape the New Order upon the principles truest to Justice and good government for all.

The action determined upon at the Cabal of the Trusts was already bearing fruit. In the deepening distress and ferment among the people an experienced eye could detect the results of a systematic movement in some powerful quarter that was steadily driving towards some fore-determined object. The arbitrary reduction of wages in first one industry controlled by the trusts and then in another and another; the skill and judgment shown in selecting the time and place and industry to be affected, making ineffective and vain the protests and strikes of the helpless employees; the closing of shops and shutting down of factories now here, now there, on plausible but specious pretenses; the wide range of industries affected, all clearly betokened that Design was at work in the first great movement against the people.

CLINTON BANCROFT.

(*The End.*)

SPEAKING OF TELEGRAPHERS.

Bro. Austin, in the September number, asks for some one to take up the Old, Old Story, and I heartily second his request.

The general ignorance of telegraphers, even members of the Order, relative to the workings and doings in the labor world, is alarming, and we must have ideas and suggestions from some of our brothers who are eloquent writers, which will interest the

men, and lead them to take an active interest in the O. R. T., both in a general way, also locally.

My idea is to cut out the single tax question and other theories, and have those same writers devote their brains to things O. R. T., the stepping stone to a better government.

THE TELEGRAPHER should be mailed to telegraph stations, irrespective of membership, and I am willing to contribute to a fund for this purpose, so that the nons and the no goods in the Order can get a touch of what is coming to them.

The old chestnut, "I am dead broke," or I am going out of the business in a short time, and many other excuses given to the Organizer, should be done away with. Also the excuse that they are paying but never receive any direct benefits. I claim that all are directly benefited by the general spreading of the Order throughout the United States, the new contracts and schedules being secured continually, and the decrease in student production.

So many men display an indifference that is appalling, as well as being loaded to the brim with pure unadulterated "gall." By this I mean men who never join the Order, but accept raise in pay, shorter hours, and a chance of overtime, and other changes in conditions that they would never have had were it not for the O. R. T. These men should hide their faces in shame.

Telegraphers should live up to the contracts on their respective roads, and see that all rules are observed by all parties. There seems to be a general carelessness on some lines that have good rules, not to pay any attention to observance of them, and this finally leads to loss of said rules. I cannot imagine why men, when they once get a concession through untiring efforts, and at a great expense, should treat it so indifferently, and yet you see it on all sides.

Another source of trouble, and which frequently makes bad feelings between employer and employe, is the improper way of men taking up grievances on roads having contracts. Many take questions up with sub-official, and on getting a reply, not satisfactory and by no means one of justice, they totally ignore their Local and General Chairman, and drop the subject, then quit

the Order, and tell everyone far and near, with all the noise possible, that they are "Done with the O. R. T. It's no good. Can't get me to pay another cent into it as long as I live."

What is your General and Local Chairman for if not to make use of in such cases. The road I have been covering lately has had several of just such cases, and I have made several reports of oversight in rules, which have immediately been adjusted by the sub-officials, and to the surprise of the telegraphers, who did not even know they had a schedule, but they immediately proceed to accept these small favors without ever saying thank you to the system which procured this for them.

Another class of men exist that are a detriment to the Order, viz.: The man who, unable to handle the work himself, brings his wife into the station, and makes her work without a cent of pay.

To this class also belongs the student workers. God have mercy on them, for they have much to answer for, just because they are too lazy to do a little work themselves. A man who teaches students in order to earn a paltry five or ten dollars more a month, or to save himself a little labor, should be shunned.

Two suggestions I wish to make: Each system, keep a traveling man on the line, at least six months out of the year, give some man the position who is an employe of the road, give him authority to handle certain matters, and have him well posted on matters O. R. T., so that he can tell the men who find it impossible to get away to attend meetings what is going on in and about your system. Allow him to collect dues, and in this way you can keep up an interest, and also save your Secretary and Treasurer writing duns until he is exhausted.

All Organizers should be selected with great care, and when a good man is found, pay him well enough that he will not be compelled to scimp himself in order to make a fair appearance.

It is far better that each road select an employe to do this organizing, one who is sober and perfectly reliable in every way, as many men do not take to the average stranger.

Our First, Second and Third Vice-Presidents should make a monthly report through THE TELEGRAPHER as to what they have accomplished, and in what territory. This would be not only official, but very interesting. Such reports are made by the officers of the Firemen's Order, through their magazine. Why should not the O. R. T. officers do the same, so that we can have more information as to the general progress of the Order?

It would also please us to have at least twice a year a synopsis of all roads having

assessments of two dollars—do you consider that money wasted? Perhaps you do not know the condition of things on that road, but you can rest assured your money *was not wasted*, but that it did a wonderful amount of good, and of which you will learn in a short time.

The fact is, relative to non-payments of any description, when you fail to make a payment, you help the companies just that much; you cease to be an Order man, and take sides with the company, and no excuse you offer will clear you on this score.



STREET SCENES, MOBILE.
Courtesy Mobile and Ohio Railway.

contracts, also, any general information which we could continually keep before the eyes of the dissenters and nons.

Telegraphers should not object to assessments, especially the very few that are made by our Order, both locally and by the Grand Division, as they are made for the good of the cause, and you could not invest five or ten dollars a year to more advantage than for this purpose. When you think of making an objection to an assessment, think what you may be fighting against. As an illustration: The Southern Railway as-

Many men, who always pay their dues, show very little, if any, inclination to assist the Order in any other way. Apparently, they consider their duty done when they send in their year's dues. While we are even glad for such small favors, we would like you to stop and think what would be the result if everyone did the same thing. Where would our officers come from? Who would run our local and system divisions?

Some of the nons and drones will say that anyone would be glad to draw a fat O. R.

T. salary. God bless your ignorance, my friends. The salaries paid active workers in the O. R. T. would never attract a man with brains, unless he was deeply interested in the cause, and willing to make a martyr of himself. If you don't believe this, investigate the salaries paid, and if you don't agree with me, I am ready to give you my position at once.

Another thing, when you criticize the officers, consider whether or not you would be able to do better in a position of this kind, where you are compelled to meet some of the greatest financiers and railway men of the age, to battle with them. Could you do this, you, who cannot even sum up enough stamina to encourage a movement beneficial to yourself, and are so selfish that you will not contribute seven dollars per year to its support? You might be able to make out waybills, or perform the routine duty of an agent, or operator, but your ability ends there.

All members should try and interest some one who does not belong, also discuss this great subject among yourselves occasionally. If you cannot do so personally, do so by letter, it will benefit you in many ways, and you will grow into a broader minded man than you would otherwise.

The union trademark is another source of help to all Order men, but how few of you when you purchase anything, ever insist on having union trademark goods? Yet, when you purchase an article of this kind, you get the best, and know that part of the profit of that article has gone into the hands of the producer, the laboring man. Why don't we have more information, more men to write about this beautiful union trademark, sing songs of it, have stickers, and paste it all over the country? Why, in a year's time we could convert everyone to buy nothing unless it did have this mark on it. Take this up, boys, and see what we can do with it.

If every operator, both railway and commercial, will join his Order, we will have to federate with no other organization in existence, and can sway our future as we wish. Wake up, brothers, and see if you cannot, in the coming year, get in at least one member. This will make us thirty

thousand, and if you can get more than one member, think what an Order we can have.

Why not have the Grand Division give a prize worth working for, one to the member that secures the greatest number of members, and one for each member securing one member. Grade the prizes so that everyone will get something. Seems to me this will surely bring good results, and we need especially to work hard amongst the commercial men.

This system of prizes has been a practical success in the Independent Order of Foresters for several years. Each member securing a new member is allowed so much off his monthly insurance, besides a chance at some larger prize for a greater number of new members.

Our success as a class organization has been very gratifying, and we need not ally ourselves with any Order that is foreign to our profession, if each member will bestir himself.

GEORGE LANE.

"MACHINE MEN AGAIN."

Also taking an interest in the "machine men," I would like to add a few lines, and answer Bro. "A. Ham."

I have used a mill for some time (of course, furnished it myself), and think I have taken things easier since buying it.

I do not see why a person cannot take train orders and messages one after another, and take the required number of copies, too. I have taken from one to six orders, "one behind the other," and a few messages thrown in, and had no trouble. Of course, you should have a good mill to commence with. The way I make it easy to take the required number of "31s" is to take the fastenings out of the whole book, and put in about 15 or 20 carbon sheets, and when I am told to "CY," I tear off what is said. It is always best to have a message blank in position for business, and when you are to get a "31," put it in behind the message blank, and there will be no trouble of the copies spreading.

I agree that no one has any business trying to take a train order unless he can take it with a stylus.

Again, he (A. Ham) says, "Working under four dispatchers, and moving the mill around a four-stall table." In most every place of that kind, and where business is rushing, there is a spring-jack, and one stall is all that has to be used.

With a little practice, a mill can be used with any form, and the dispatcher will have to be a "warm" one to get very far ahead.

I do not believe in using my mill for anyone but myself, and although it is railroad business that is done on it, I think I am repaid on account of handling it so much easier, and in time. O. R. T. will say "Dig up."

CERT. 324.

FROM THE PHILIPPINES.

The following is a copy of General Order, No. 220, Headquarters Division of the Philippines, Manila, P. I., August 17, 1901.

This will, undoubtedly, be somewhat interesting to members of the profession: "Headquarters Division of the Philippines.

MANILA, P. I., August, 17, 1901.

General Order, No. 220.

The commanding officer of every troop and company outside of Manila at points where there is a telegraph office of the Signal Corps, will detail an intelligent enlisted man to be instructed by the operator of the station in telegraphy. The commanding officer at each station will give his personal attention to this matter and decide what hour of the day will be best for the instruction, with the least interruption of public business and other duties, and will see that attendance is prompt and regular. The men to be allowed to practice as much as possible. The names of efficient men will be reported, through these headquarters, to the Chief Signal Officer of the Division, for enrollment, with a view to detail as operators when vacancies may in future occur.

By command of Major General Chaffee.

(Sgd.) W. P. HALL,
Assistant Adjutant General."

Several days ago, the commanding officer dropped a "plug" in my office, and in due season this "plug" is to become a "ham." It happened to be one of my busy days, handling about 200 messages (army news-

papers), and making out my monthly reports, etc. Had there been government telegraph lines and government "ham" factories in Job's time, we would never have heard of the "patience of Job."

Will you kindly advise all telegraphers throughout the United States through THE TELEGRAPHER not to enlist in the Signal Corps. Our lot is, long hours, hard work, half fed, and very small pay.

I hope you will be able to interest telegraphers throughout the United States on this subject. Possibly a certain public sentiment might be aroused to cause the military powers to revoke their illogical mandate.

The muster rolls of any company which has a specimen of each man's handwriting would show what a small per cent of the men in a company would ever, if at all, become telegraph operators.

"Raise up a *Moses* to bring us forth from bondage."

Yours in oppression,

C. U. LATER.

AN ARISTOCRACY OF BRAINS.

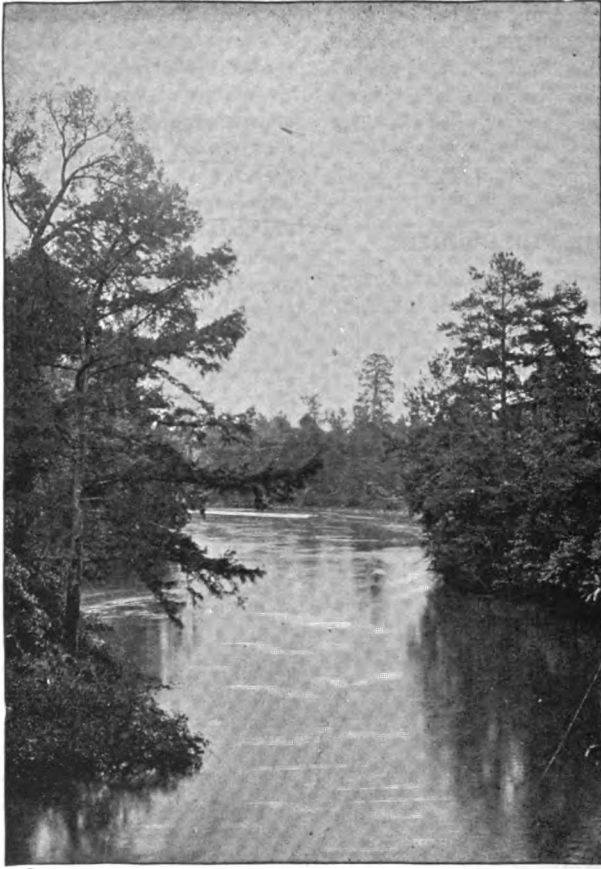
The three R's of capitalist political economy are, Rent of land, Rent of capital, and Rent of ability, or as the latter rent is more often called, "wages of superintendence." Rent of land is the monopoly tribute the landowner can extort from the user of natural resources. Rent of capital, or "interest," is the tribute the capitalist can levy upon labor by the monopoly of the instruments of production. Rent of ability, or wages of superintendence, is the price that mental ability can demand in a competitive market. It is the difference in the value between ability at the "margin" of stupidity, and that of the highest value.

It may be noted that land being a free gift of nature, and capital being the product of land and labor, rent and interest represent a tribute, pure and simple, on the product of labor.

The capitalist, *as such*, no more produces capital than the landowner produces land. Nearly all political economists admit that rent of land and capital is excessive, and tends towards a gross and unequal distribution of wealth. But, in regard to rent of

ability, it is usually held that the owner of it gives a *quid pro quo*, that his wages of superintendence is fairly earned, or it would not, obviously, be paid. It may be well *en passant* to state that wages of labor is the least portion of the total product that the laborer is willing to accept as his share in the general "divide up." His share is the

omically considered—is the product of labor, and of labor exclusively, is false. Mr. Mallock asserts that, on the contrary, mental ability is more productive than manual labor. He contends, with great argumentative force, that the power and capacity for organization, direction and management, is the chief factor in production; that in the



A CLEAR STREAM IN PINEY WOODS, ALA.
Courtesy Mobile and Ohio Railway.

wage necessary to maintain the average standard of living. All over a "living wage" is absorbed by the three rents enumerated.

Now, mental labor is a very effective and necessary factor in the production of wealth. Indeed, W. H. Mallock, an able critic of socialism, contends in a recent work, "An Aristocracy of Brain," that the dictum of Adam Smith, that wealth—econ-

absence of such ability, mere manual labor would be absolutely helpless, and unable to furnish more than the barest subsistence. He contends that we must have an aristocracy of brains and ability; that such ability must be highly paid; that if it takes the major portion of the product, it has a right to do so; that a fair division of the wealth produced would give mental ability a still larger share than it receives at pres-

ent; that even under socialism, we would be compelled to pay this "rent of ability," there would be no escape from it, and that, consequently, the dream of economic equality, such as socialism is based upon, is an absurd fallacy, impossible of realization.

Intelligent socialists do not undervalue the mental labor or ability necessary for successful industrial organization and management. If under a socialist *regime* mental ability will be able to command a higher wage, it will be paid. Absolute equality of payment for all labor, mental or physical, is not a *conditio sine qua non* of socialist economics. But the Mallocks, and other critics of socialism fail to take into consideration the very important fact, that the kind of mental ability that, under industrial competition, will command the highest wage, will under a co-operative system of production possess comparatively little value. It is not superior knowledge, organizing ability and management of the real work of production and exchange of wealth that now commands the highest salary.

Take the case of Chauncey M. Depew, for instance. He is paid \$50,000 or \$75,000 per annum, as President of the Vanderbilt railway system. What for? His superior technical knowledge of railroad economics in the transportation of passengers and freight? Not at all. No doubt in such matters he is well informed; perhaps, indeed, an expert. But there are probably a score or more of general heads of departments, or division superintendents under him, who receive a fifth, or, perhaps, a tenth of his salary, who are greatly his superiors in knowledge of the real and actual work of operating railroads.

The superior talent or ability for which Mr. Depew is able to command so comfortable a salary, is the ability to hold his own, or more than his own share of the railroad business in competition with his keenest competitors. Mr. Depew is an astute politician of national reputation. He is versed in the art of influencing legislation in the interests of his employers, or in warding off and defeating unfavorable legislation.

In a competitive struggle, with clashing interests, political or economic, he is able to hold his own, and, perhaps, maintain

supremacy. In such a contest his ablest superintendent might be a complete failure. But, under socialism, the ability for which the Vanderbilts pay Mr. Depew so handsome a salary, and no doubt find it profitable to do it, would not be in demand. He might, under socialism find it difficult to earn the salary that some of his present subordinates would receive for performing the real work of operating a public railroad.

Similarly, the President of the Equitable Fire and Life Insurance Company, of New York, draws a salary of \$75,000 per annum. The President of the Mutual a similar salary. Do these men draw such salaries for their superior knowledge of vital statistics, mortuary tables, law of averages, or the general work of fire and life insurance? Certainly not. Such knowledge is easily obtained and mastered. But in fierce competition for the largest share of the insurance business, in ability to influence legislation, in profitably investing surplus funds, in choosing "hustlers" who know how to "walk and talk" as solicitors and agents, the presidents of these companies, and others, are able to demand their respective salaries, as the rent of their ability.

Make the operating of railroads, and the insurance business a government function, like the postal system, and the special talents of C. M. Depew, and the presidents of the insurance companies named, would not be in demand.

Our Postmaster-General, having under his supervision 100,000 employees, and managing the mail business for 75,000,000 of people, receives a salary of about one-tenth that of the Equitable and Mutual Insurance presidents. In importance, the business transacted by the three presidents named does not compare with that of the management of the postal system.

It is reported that President Schwab, of the American Steel Trust, receives a salary of half a million annually. For his superior technical knowledge of all the processes in the manufacture of iron and steel? Certainly not. The highest skilled labor and the most efficient superintendence of the actual work of producing steel can be engaged for a twentieth of the salary paid Mr.

Schwab. Under socialism, he could demand no such exorbitant "rent of ability."

And, by the way, speaking about the one billion dollar steel trust, it is reported that J. P. Morgan will receive as his "rent of ability" as a promoter, fifty millions of the stock. So long as the steel trust remains a private monopoly, the interest and profits on that fifty millions will be a perpetual tax on the consumers of iron and steel. Would it cost the people of this country so enormous a sum to consolidate that industry under a public trust?

Under socialism, instead of capitalists bidding against one another for the possessors of this superior "ability" to enable them to outwit, or gain the largest share of the business from their competitors, the people would be in the position of setting a reasonable salary for managing the various public industries. The "Aristocracy of Brains" would have a chance to take the job on the terms offered by the government or remain idle.

It will be seen, therefore, that even if we do have to pay rent of ability, it will be for a very different sort of ability, and certainly will be very greatly reduced in value.

If the postal business was carried on by several competing postal trusts, it is certain that the man who had the "ability" to secure the largest share of the mail business, would be able to command an enormous salary, which the people would pay in increased cost of service.

The ability to organize the real and actual work of production and exchange is not, even now, scarce.

Under an industrial and social organization of society, where the highest education would be common to all, such talent and ability would be enormously increased. It might be possible that under such conditions, a man doing laborious or disagreeable work requiring little or no skill, might value his labor, hour for hour, at a much higher rate than light or agreeable work requiring the highest skill. It may be confidently asserted that a great deal of the brains and ability now employed in competitive industry, and that commands the highest pay, is really non-productive and wasted, so far as the interests of society as a whole are concerned. Under a proper in-

dustrial system it would have little or no value.

Finally, it may be said that mental ability is a product of nature, just as much so as land. No man furnishes his own brains. Civilization and modern society is a product of all the countless ages that have passed, and superior organizing ability is a product of the evolution of society to its present state. Such ability would be worthless in primitive society. The possessor of the superior brain has no more right to use it for the exploitation of his less gifted fellows, than has the landowner to extort rent from his landless brother.

Both land, capital and ability should be used for the promotion of the common welfare and happiness of all.

Under no other system can the highest ethical ideals of the age be realized.

W. H. STUART.

SIGNAL CORPS IN THE PHILIPPINES.

There are few positions in life so disagreeable to a man with any respect for himself or his fellowmen, any feeling of justice or a spirit higher than that of a knave, as the army, especially the branch thereof known as the Signal Corps. This organization is officered by a horde of old fogies who were forced into the ranks, and through a prolonged series of "handshaking," gained their present insignia of rank. It would be expected that rising from the ranks they would be interested in the welfare of their former associates; instead, they become jealous of them and do everything in their power to make their subordinates realize that they are slaves and much below their level. Some of these tyrants have gone so far as to remark that there were no gentlemen among the enlisted men. They themselves who, nine times out of ten, were anything from a farm hand to a street fakir, and were forced into the ranks, from which their promotion is shady, are gentlemen (?) without a doubt, but an honest professional telegrapher, electrician or any professional follower of an art or trade, who has been lured into the ranks by the glittering promises hung out by a recruiting officer and who came into the service for the experience or to see the world and not because he was

looking for a lifetime job, most assuredly he can be naught but a knave. Each and every professional telegrapher who enlisted in the Signal Corps, either during the Spanish-American war or the Philippine Insurrection, is a living witness that the promises made them at the recruiting offices were none other than these: That they were to be the eyes, ears and intelligence of the army, their duties would be light and pleasant; they would be compelled to associate with no one except officers; that, of course, the rules of the War Department were such that they could not be enlisted as anything higher than a private, they would be promoted to first-class sergeants in less than three months; that they would receive commutation of rations at the rate of \$1.50 per day, commutation of quarters at the rate of \$12.00 per month; in short, their salary, as figured out by these sharks in the recruiting office, was to be the same as a second lieutenant's; besides, they were to receive clothing, the finest of medical attention, etc. The average operator at the time of enlistment could not have told the difference in rank between a first-class signal sergeant and a second lieutenant.

The different islands in the far East to which these men were sent were pictured out as being the garden spots of the world.

Alas! What did these men find, to their sorrow, after holding up their right hand, swearing eternal loyalty to Uncle Sam? They were first fitted out with a suit of clothes, which, to say the least, fitted them like a sack on a bean pole; they were called upon to carry slops from the company kitchen, to clean stables, to groom horses, and one instance is known where the commanding officer ordered them to catch grasshoppers for his chickens.

On arriving on the islands they started out with a six-shooter buckled onto them and a wire reel in their hands, stringing wire after the advancing army, installing telegraph offices and transforming temporary lines into permanent ones. The men worked night and day to keep up communication; sick or well they were called upon to be at their post; they received neither their promised commutation of rations, or the commutation of quarters, but were compelled to eat the coarse ration of the troops

in the field, which consisted mostly of bacon and rice, often the rice without the bacon; their quarters were in the telegraph office, which nine cases out of ten was the leakiest and most dilapidated shack in the town. They could hardly leave their office for fear they might be wanted, and if not on hand, might be court-martialed and their pittance of a pay taken away. Regardless of the importance of their position, their responsibility and hard work done, the operators have been treated with a contempt unbecoming a dumb animal. The wire invariably ran through jungles, spanning wide rivers, and having been put up in a hurry, to say nothing of the enemy's interference, was almost daily in trouble, and the operator being the only man at the station capable of repairing it, had to start out, sometimes alone, sometimes with a small escort. Rivers had to be forded up to the neck, or swum behind a carabao, and jungles traversed which abounded in venomous reptiles and Filipino sharpshooters.

After being out all day on an expedition of this kind, all wet and chilly, the accumulated business had to be cleared up, and the weary telegrapher went to sleep beside his instrument, expecting to be awakened any minute by a volley from the enemy. Through all this nothing was heard of that glittering promotion to a first-class sergeant.

During the Filipino insurrection the fertile brain of the illustrious head of the Signal Corps developed a plan by which he meant to swamp the telegrapher market. He would start a school and teach the art to any fair, curly-headed youngster that felt ambitious enough to try.

Here is where our first-class sergeantcies were issued out. As soon as the young farmer knew the Morse alphabet he was made a corporal; when he could make the characters on a key he was made a sergeant, and when he could receive five words per minute out of a newspaper he was made first class. Promotion was to encourage them to their utmost; the men in the Philippines didn't matter. They had held up their hand and if the great high priest chose, he could get three years' hard service out of them at the rate of \$15.60 per month—the idea was to encourage these fine young reubens just off the farm. A fine lot of oper-

ators were indeed turned out of this "ham" factory and some expert and unique opinions passed, such as placing the relay under the table, to which someone then inquired for the foot attachment; one suggested placing the ground wire in a flower pot, and another, on being sent out to a terminal station to put in a ground, and hearing nothing from him for several days, a man was sent out to ascertain the cause of his not reporting. On arriving he found the bearer of the sheep's skin digging a pit large enough to bury the battleship Maine, and all around were at least sixteen more holes from four to six feet deep and partly filled with water. On being asked what the trouble was he answered that he could not find a ground, although he had been digging these three days and all the holes had water in them, and the natives said it would be the same way all over town.

For awhile some of us got commutation of rations at the reduced rate of 75 cents per day, but this was recently cut off, and the handling of commercial business and the teaching of students forced upon us.

It is expected the next move will be the repudiation of our clothing allowance and deposits. It must be remarked that the lines of the Signal Corps in the Philippine Islands are the poorest working wires in the world. The government expects the men to keep the lines up without expense, and if any money is expended they expect the men to pay it out of their own pockets.

PRIVATE, SIGNAL CORPS.

EMPLOYMENT AGENCIES.

I read with pleasure the article entitled as above, in the November TELEGRAPHER by our worthy brother, Cert. 167.

If this subject was taken up in the proper manner by our general officials, I believe it would result in great good to our Order. I think, like our brother, who started the ball rolling, that we ought to have a good agent at every railroad center, to watch for vacancies, and as soon as discovered, wire or write by first mail to our general headquarters, who should have a list of the brothers out of employment, or who would like to change their location. The manager of this department should act on these vacancies at once, as you all

know when the company needs a man they generally take the first that comes along.

I believe that this feature would do a great deal towards increasing our membership, and it seems to me that the boys would not act so carelessly in letting their dues fall behind, when they knew an up-to-date O. R. T. card was such good security for a job.

I'll have to cut out now, as am "8."

Now, as this ball has started, keep her rolling.

CERT. 234.

GUARANTEE BONDS.

Cert. No. 3831, in the November TELEGRAPHER, has opened a subject which is of great importance to many knights of the key. Only those who have experienced the vital thrusts of bond companies can fully appreciate their incisiveness. But, boys, you who are agents know the power of bond companies to do you injury in character for life. And you who are as yet only operators, but who are looking forward to the time when you will be agents, have every reason to give the bond question careful consideration and treatment.

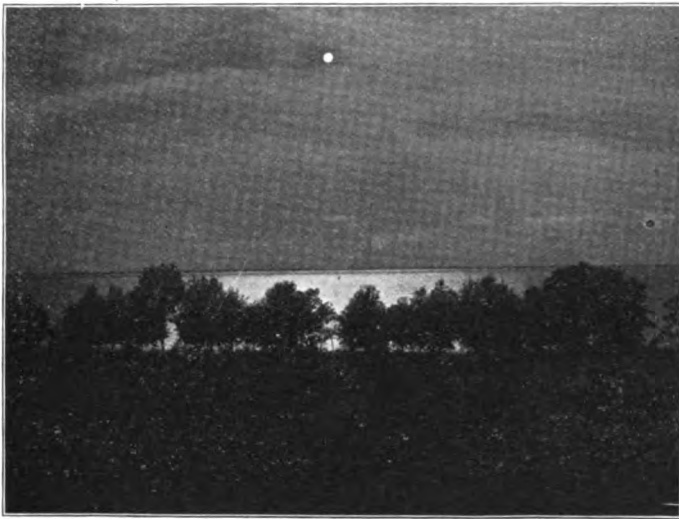
In the first place, I hold that the proper province of a bond company should be purely as to the financial ability of the applicant. Let the railroad company deal with the department part, which they are abundantly able to do. The bond company should not be permitted to assume the role or medium for blacklisting or tainting the character of employees, which is too frequently done for the railroad officials.

As an example will cite the case of a brother who had been working on a railroad for a number of years. His record was good, but one day he received a letter from his superintendent laying him off from duty, on advice from the auditor "that the bond company declined to continue on his bond." In vain the brother sought for reasons, both from the railroad company and the bond company.

Mum was the word with them until he, after a long siege of trouble and expense, was making it too warm for the bond company; they gave in and agreed to entertain his application for bond.

This threw the onus on the auditor, who, it developed, was at the bottom of the knifing process for personal reasons. The bond company was backing up or screening the auditor as long as they could. But how about the poor brother? Had he been lacking in grit to fight for justice? The case is still on and I think it the duty of every brother to do all in his power by writing and agitation on the subject until bond companies are made to keep within their proper sphere and always let the door of investigation be thrown wide open and the brothers be given

of telegraphers closely since 1865, when I first became one of them; in those days we flourished as paper operators at \$75 per month for a \$35 job and more in proportion to the size of the office, and telegraphers were "looked up" to. Why? Because they were a scarce article, and why scarce? Because no one would show his best friend how the trick was done; hence all was a profound mystery. But gradually we drifted to indifference and took a helper in for his "learnin'," and he, anxious to get pay for his "knowledge," that we had



MOONLIGHT SCENE, BAY VIEW HILL, ALA.
(Courtesy Mobile and Ohio Railway.)

a chance to vindicate and protect themselves against cutthroats and their ilk.

The above is not the only case on this railroad I can cite. Let us not rest until this octopus is done away with, as at present it is too frequently made the medium for blacklisting and spite work at the expense of the character of their victim. More anon.

CERT.

O. R. T. VS. "HAM" FACTORIES.

I am an old-timer and not a member of any union, except in kindly feeling and best wishes for the welfare of all unions, especially the O. R. T., which represents the craft with which I was identified for so many years. I have watched the progress

given him, offered to do our work for \$20 less per month. The company was not slow to conceive the idea of placing students in all offices—result, a surplus of operators, and down came the wages.

Then some that had been "worked out" started a "ham" factory, but the factory "ham" was not satisfactory to the company, nor will he ever be. The O. R. T. has had a hard struggle, but it's now just where it can begin to realize the benefits of its labors. The year 1900-1901 witnessed a great dearth of operators; most every road in the United States was short from seven to a dozen operators. Low wages has driven most all good men out of the business and the remaining ones being O. R.

T., refuse to teach any one the art. The stringent rules of the company's examiner debars the factory "ham," and so here we are at the top of the heap with victory perched upon our banner. Now let us be patient for another year or so, slowly, but firmly press our claims for higher wages, clinging steadfastly to the rule "don't teach any 'hams,' " and the result will be that of supply and demand. Statistics show there are 19% less operators per road than in 1890, a good showing for ten years.

Another thing, the railroads are not hiring any new men over 35 years old, or any

but sound, able-bodied men. This takes away another 25% of the would-be telegraphers. Although it is tough on the old man and cripple, yet it is a condition that exists.

So boys, stick to it and don't get discouraged or impatient. The cause for which you are working will work itself out and come your way by virtue of perfectly natural causes. As soon as a new man comes on the road some O. R. T. brother should tackle him and show him how matters stand and how near we are to victory and you will get him.

"OLD TIMER."



FRATERNAL

NOTICE.

All correspondence for the Fraternal Department must be in my hands not later than the last day of the month in order to insure its appearance in the following issue of *THE TELEGRAPHER*.

Members contributing articles for publication in foreign languages should also accompany it by a literal translation in English, in order to insure its publication.

L. W. QUICK, Editor.

Pittsburg Div. No. 52.

First regular meeting of Division 52 for month of November held on the 2d inst., with a fair-sized crowd present. Several of our officers were absent, but all appeared later.

Investigating Committee reports read and disposed of.

Petitions received from three candidates for membership, and committees appointed.

Bills read and ordered paid, amounting to \$161.90. Of this amount, \$22.45 salary and expenses Secretary and Treasurer, and \$105 paid to representatives to session of the Grand Division.

Sick benefits were ordered paid amounting to \$25.

The question of changing our meeting night to some other night than Saturday was brought before the Division, and Secretary appointed as committee of one to make inquiry regarding same. Meeting closed at 11:45 P. M.

Second meeting night found a large number of absentees, among the officers and regular attendants, partly due to the rush of business on the railroads and to other members being out of the city. Very little business of importance was brought before this meeting, but as there were three candidates for the goat, some time was taken up in disposing of them.

Petitions read from three candidates, and committees appointed.

Delegates from the Knights of Labor were present, and addressed our meeting, and asked for our assistance in organizing one of the large installment houses of Pittsburg, viz., Spear & Co., which has been given them.

Secretary reported that Friday night was found to be the only night we could secure the hall for regular meetings, and the matter was passed over until our next meeting.

It is a pleasure to note how our members have awakened and commenced organizing on their

own hook, which is always the most successful method.

The P. R. R. and B. & O. are coming in rapidly, and I hope the other lines will soon take the cue and join in. We are after them all.

KONEY.

Quaker City, Div. No. 4.

God bless ye, brothers, in the fight
Ye're waging now; ye cannot fail,
For better is your sense of right
Than Kingcraft's triple mail.

Let us rejoice at the splendid progress the cause of labor has effected! In surveying the work of our own organization it is of pleasing interest to observe that the O. R. T. is growing, and in a more flourishing condition.

The tireless workers who make the Order what it is must be accredited with great fidelity. Let all help to continue the good work. We must not, however, lose sight of the fact that progress cannot be made unless the officers have the hearty support of the general membership. We must cultivate the spirit of brotherly kindness and lay aside our little prejudices. No man can be truly a loyal member who will keep a division in constant turmoil for the sake of gratifying his own ambition, no matter what his object may be. It may be well for some of us to remember that it is harmony, not discord, that invites success.

To those who are indifferent and hostile to the organization I would say, Read and reflect, and do not condemn the grand theory of fraternity without an investigation. Remember, whether you organize or not, *Labor will Progress*, but the sooner you get awake, the quicker you will benefit those you now hinder.

The organized brothers know their duty. What a pleasure to fulfill at every opportunity the obligation!

To extend a glad hand to those discouraged—a smile to the sad ones, and help to the afflicted—this is the truest religion the world has yet seen.

Our regular meeting convened Saturday at 8:30 P. M., 2d inst., with C. T. Bro. Stuckland in the chair. All business disposed of in regular manner.

Mr. Bousum appeared to be initiated. After our new brother was instructed in the secret work of our Order a recess of 10 minutes was taken to greet him.

We were very anxious to hear the reports of our delegates to the last grand convention.

It being impossible for Bro. Ricker to attend, our Secretary read a very interesting letter from him. Our worthy Chief also gave us a very interesting account of the proceedings of the convention, outlining their actions from opening to closing.

Bro. Hiller, who was a visitor at the St. Louis convention, also gave a glowing account. You all know him, or have read some of his works. Sam is a very popular member among the boys here in the East, as well as the grand officers. Every one connected with the Order well know what good he has done for the Order in general.

NOTES.

Bro. Haas has been away spending the greater part of his vacation through his old home land, around Marietta. We understand he went for the special purpose of hunting, but since he returned he has had nothing to say about rabbits, or what he did.

Bro. Hoopes, who was called home about October 21st, on account of the serious illness of his father, has not returned. We understand his father is seriously ill, and may not recover. Bro. H. has our sympathy.

Bro. Gable just returned from vacation, a greater part of which was spent on the Susquehanna River, near Wildcat Falls, gunning for ducks. Charlie can give you some interesting tales, but will not say how many he brought down.

Bro. Brown, who has been doing extra work at "PX" for the past six months, is away, spending his vacation in the mountains. We understand his prospects of remaining at "PX" are good.

We want a ball this year. Boys, get your heads together and do all you can. No. 30 has appointed a committee of three to look after this matter, and our Division will take action at our next regular meeting, December 9, 1901.

Since last issue of the journal two more offices have been abandoned, viz.: "DJ" Ardmore and "MR" Menon. The upper story of Ardmore Station, where the pleasant face of Bro. Bousum was once seen, now looks deserted, and the call — — —, is only a memory. How sad! Menoir block tower, which once gave employment to three eight-hour trick operators, is now a pile of lumber. Soon grass will be growing over the spot where once a busy office stood. Thus, "DJ" and "MR" fell victims to the automatic signal system. The telegraph was removed from "MR" tower into Menoir Station, and the telephones in "MR" and "DJ" removed to Bryn Mawr passenger station.

As the glad time is near at hand, we wish you all a very merry Christmas. CERT. 200.

Elizabeth, Div. No. 74.

Our last meeting was held as usual, and it was gratifying to all to note the amount of work that was accomplished in such a short space of time. There were several of the old familiar faces missing and a few new ones present. We should have a better attendance at our meetings. Boys, what

is the trouble with you? I refer to those who can get there conveniently. Please come once in a while and help the thing along. It's for a good cause, and it won't pay you to forsake your principles. Our worthy Chief got his dates mixed and failed to show up. At a later gathering he pleaded for leniency, but the usual penalty was inflicted.

Bro. Shafer took the chair, and did well.

Bro. Sebring, our genial Secretary, had to dispense with an assistant for the evening, the regular brother being in Denver, Colo., for his health.

There are several nons on the pike who have promised to hand in their application, but have not done so yet. Those men are enjoying the fruits of our organization, and should be with us. Brothers, get after them, and get them by January 1, 1902. A word: Members in arrears, you should not allow yourself to lose all benefits by going over 60 days in arrears.

On account of the large number of calls we have had during the past year, our treasury has suffered. About 14 members met at Bro. Shafer's house to adopt a plan to reimburse the treasury. It was decided to have a drawing for a gold watch. The tickets are now being distributed to the members. They are only two cents a chance, and everybody has a chance to win a gold watch. Every brother is requested to do his utmost. A prize is offered to the member selling the most tickets. A grand supper was given by Bro. Shafer to the brothers assembled, and full credit must be given to Bro. Shafer's wife in making it a complete success. Bro. Kelly acted as chef, and wore a special uniform. A white apron, blue strings and pleated in artistic taste, and a cap decorated with red ribbon, he met every guest at the door and escorted them to seats.

Bro. Fox was on hand with a choice lot of stories and recitations.

Bro. "Dad" Gerry was conspicuous with his stogies, and explained their good quality by saying, if we took them home they would improve with age.

Bro. Kaiser, who was accused of assisting in green goods at Claremont, was acquitted by the grand jury. The jury considered him merely a servant obeying his employer. The other officials of the Western Union were indicted.

Bro. Ledden reports progress on the Sound Shore Railroad.

There is a "non" at "P," days. Come, "Brad," get a card.

The P. R. R. boys are going to start a division at Newark. It seems this is too close to 74. Success to you, boys!

Opr. Leddy goes to "WX," days. Bro. Bolger goes back, nights.

Bro. T. Gray is off, visiting relatives in Frenchtown.

On account of the increased traffic in "KI," copiers have been put on.

Dispatcher Campbell goes back on second trick; Opr. Driscoll, copier, first trick; Edsall, second, and Bro. Meaney, third.

Bros. Harrison and Calloway are doing lots of business in New Brunswick lately. They had a thrilling escape on one occasion. While Bro. Calloway went under a porch, "Cal" says Harrison went up a tree.

Bros. Kohl and Brown are trying to see who can put in the most time.

Bro. Kraus, of Philadelphia, has taken the agency at "GA." There is a heavy-weight at "NU," nights. His name is Jeffries.

Wishing you a merry Xmas,

391.

Baltimore & Potomac R. R.

As my first attempt at writing for THE TELEGRAPHER did not appear so beautiful in print, I had almost made up my mind it would also be my last, but since I have been reading the November issue, I have changed it, and intend to keep on writing until some one relieves me. "Dreams and Realities," by Dot, reminds me of what pleasant dreams some of the boys on this line must be having, and I hope they will wake up to realize something, at least, for they have been dreaming quite long enough, I am sure. Come, boys; think what a pleasant thing it would be to get a relief every thirteen days (they say thirteen is unlucky number, but we will chance it in this case) like the boys over on the P. W. & B. They get it. Why can't we? I'll tell you why. It is because we never tried to get it in the right way. Let us get a gait on us. We seem to be getting slower every day. Don't go "way back and sit down;" get up front. You know we have as good a superintendent as any railroad in the country. But you say, "Who is going to him?" You will not go for me, and I know I am not going for you, unless one of a committee. Let us organize and get that committee. Join the O. R. T., the organization of your craft; the organization you should join and uphold, above all others.

Other lodges, or organizations (except labor) will take anyone eligible, regardless of their occupation; they will give you sick benefits; they give death benefits, but they do not try to have your salary increased, do they? That's what I want, and you, too. The O. R. T. will try this, at least, and with our assistance will pretty nearly make a success of it.

About two years ago the firemen of this road sent a committee to the superintendent for an increase in salary. As a great many of us know, this committee was in conference a very short time, and got all they were after, which was an increase of 24 cents a day. My dear boys, is it reasonable to suppose that our superintendent would treat with the firemen and not with us? No, sir; he will treat us the same as he has treated the brakemen, firemen, conductors and engineers.

Not long ago I attended an open meeting, held in Baltimore, at which I heard an engineer speak. He laughed at us, and said we surprised him. He said if the superintendent wanted to discharge a certain class of men he could discharge the firemen easier than any other (for disagreement

or organizing) for he can put any one on an engine, and in a couple of days they will be able to fire it, but put a man in a telegraph office a few days and we would like to run under his orders.

Now, boys, wouldn't you like to have 24 cents more a day, too, or a little less? We are not going to get it by dreaming or thinking of it. We must act; we must organize, and pretty soon, too, to have our committee before coast line season.

I. M. INNIT.

Baltimore, Chesapeake & Atlantic Ry.

As there has never been any items from our road since some of the boys joined the Grand Division last summer, I will give a few brief points.

Bro. "XN," at Pittsville," is having it some easier than he did in summer.

We do not hear much from Bro. "AR," at Parsonsburg, but he is alive to the interests of the O. R. T., and always ready to work and stand by us.

Bro. Hutchens, "CS," at Vienna, we hear, is to take unto himself a wife in the near future. Hope it may be true, for it shows he believes in united effort.

Bro. "WC," at Rhodesdale, is still pounding brass. Do not hear much from him.

Bro. Fooks, "FO," at Preston, is very busy nowadays. Business keeps him on the go. He does not have much time to devote to outside work.

I note in the November TELEGRAPHER that Bro. J. J. Martin, our organizer, has a position on the L. I. R. R. We are glad to hear from him.

CERT. 6035.

New York, Div. No. 44.

L. I. R. R. Notes—

Bro. J. F. Roe enjoyed a two weeks' vacation with relatives in Pennsylvania.

Bro. Geo. E. Swann was summoned to his home in Washington, D. C., owing to his father's severe illness.

The smiling countenance of Bro. J. D. Webster, our delegate to the convention, graced the labor columns of the New York Journal one day this month.

Bro. Reed D. Elmendorf now calls Chatham, N. J., his home. It must be a case of exile.

Bro. J. J. Fox, days, at Jamaica air tower, is one of the busiest men on the road.

Telephones will be placed in the towers along the north shore and main line divisions this winter. This will materially improve the service.

Bro. Fisher is enjoying a few weeks way down South. He has a sweetheart in the South, which explains his annual visits to his former home.

Bro. C. P. Blecker has returned from Myerstown, Pa., and is again working on this pike. "NS" is domiciled at Mount Olivet tower, nights.

Will some of our members please contribute notes of interest to our monthly budget?

Div. Cor.

Montauk Division—

All of the boys on this Division are working hard, and relief men are just as scarce now as last summer. Why is it thus?

It needs no one to explain why there are not so many men for every job, and if the boys would only get together things would be a great deal better.

There has been many changes lately, but we will endeavor to write the notes up as best we can.

We will start at "MK." There we find our old brother, Strohl, who still does biz. at the same old stand. S. is the whole thing at "MK."

At "AG" we have Mr. Loofus; don't know, but think he is O. K.

Next we drop off at "HA," where we find Bro. Smith.

At "BH" we find Bro. and Sister Peacock, both O. R. T.

Mr. Moore at "SB," a non, we "13."

At "WR" we have Bro. Jarvis. Married at last. Best wishes, J.

Don't know who is at "SN" or "ND."

At "Q" we have A. R., also a non.

Will pass "WH" and "SK" and stop at "EA," where we find Bro. Topping. B. we "13" you are in the duck-raising biz. there. How about it?

The men at "EM," "MO," "F," "VN" and "BO" we "13" are nons, so will fly past and stop at "PG," where we see our smiling sister, Miss Irene M. Webb, and Bros. J. H. Rogers and F. F. Schwot.

We hope "RE" and "POP" enjoyed their trip to the Pan-American. Nothing like it.

Mr. O'Conors is still at "BP." Hope to see you in the fold soon, O'C.

We next stop off at Sayville, or Oystertown, where we find Bro. Marsh eating oysters. N. has a great pull with the dispatchers, too.

Bro. Carter is doing the trick at "OD." B. says that there is nothing like married life. Good luck to you, B!

As we pass by the little station at Great River we see a sweet 16 at the desk. Don't know her, but hope she is a sister.

At "IP" we run against a ham factory, which Mr. Moore has been conducting for some time. We "13" he has no use for the O. R. T.

"BY" has "GS" at the wire, but he has not come in with us yet. We notice he has a student with him. Give it up, "GS."

At "BN" we have Mr. Howland, a non, days, and Bro. Sprague does the sleeping, nights. How about it, G?

At "A" and "U" we find two more nons, but hope for better report next time.

Our ex-Bro. D. still does the trick at "SO." Hope you will soon line in again with us, D.

At "RI" we find E. M., who we must try to win over, also.

Next we stop at "13V," where we find our good brother, A. H. Deane. Al, you have stood by us well—your O. R. T.

Don't know man at "KI."

At "FR" Bro. Carman slings the lightning.

Bro. and Sister Prince are at "BW." Suppose you are making lots of money, "BN?"

Mr. Smith does the trick at "RN."

At "PT" we find Bro. Combs, days, and Bro. Keenan, nights. Don't know which one of them will win Miss H., but time will tell.

At "PC" we find another ham factory.

Our Bro. Dredger is doing the billing at "AF." Dr. is a great boy for taxing the girls to the theater.

Well, guess we will cut out now, with our apology, and hope some of the boys will give it a try next time.

The article in the November journal, given by Cert. 167, page 1041, on employment agencies, is read with our approval, and hope to see it in force in the near future.

TWO HAMS—CERTS. 249 AND 304.

Northern Central Railway.

Elmira and Canandaigua Divisions—

We will soon be bidding "adios" to 1901. It has been a very eventful year—one that will not soon be forgotten. We have braved it, and stand ready to receive the new. In this great land of ours everything is flourishing. We have many things to be thankful for. Our Order is growing stronger every day. New divisions are springing up all around us, and for this we are more than thankful. Let the good work go on. There is strength in union. That is what we need.

Get a copy of THE TELEGRAPHER, you nons, and scan the pages; see the good it is doing throughout these United States and Canada. It will do you more good than any magazine or paper on the market. Let us hear from you. We will do what is right.

Our two divisions seem to be somewhat neglected among the "Fraternal" news. Nevertheless, we live in hopes that some day, very soon, we can make as good a showing as the rest. There is no "pike" in the country that can show a nicer lot of boys, but why do they hesitate to do what is right?

Students are "thicker than hair on a dog," and still they come. They see pictured off in the leading magazines an advertisement on telegraph schools, with the "A Telegraph Operator's Life Is Pleasant." They "break through" and apply for a position as student. Of course, an operator has pleasant work. With nothing to do at all but sit down and report trains as they go by his station make "googoo" eyes at the girls as they pass through on the trains (if he is lucky enough to get to a place where the trains stop), read novels and write letters all night. Why, it is a "picnic." The day men have a "puddin'," too. They don't do a thing.

but we all notice that if anything goes wrong along the road the operator who has that same "puddin'" stands a very good chance of shouldering the blame.

Learn to telegraph, and you will soon get to the dispatcher's chair. You need only work a short time before they will promote you to superintendent.

Well, Bro. Getchell, how about it? Your smiling face can be seen as the "painted cars" glide through your little hamlet. You seem to be taking life as it comes, without a murmur. Can't you give us a tune occasionally?

Another man "went and did it." F. A. Vickery, owl, at Ralston, couldn't stand the "wave," took a trip to the Pan, and while in the crowd got "tied up." Himself and wife are to reside in that mountainous district, where we all wish them happiness and success.

We very seldom (?) hear of trains having to stop to wake up the operator. It was on a dark and gloomy night, not long ago, in a small place they call Benbryn, that the operator discovered a drove of wild animals on the "right of way." He considered it his duty to chase them away, and went about his task with a light heart. He accidentally left his block red, which was the cause of the detention to No. 9. The firemen assisted in chasing the cattle, and No. 9 sped on its way once more. The boys are wondering if "C" gets 'em often, as bad as that. It was an Ox.

Mr. T. M. Seem wonders if he is entitled to the night office at Gillett. He says: "It's all I want." "Because ——" Mr. John Hayes is regular day man there. New man most every night.

"Jim" Hoagland, who has watched the Miller street crossing at Elmira, has, at last, been detailed to do extra work. "Jim" has been working hard for this step, and we all wish him success.

F. H. Johnson and family are comfortably settled in their new home at Trout Run, where the gentleman is posted. He is pretty well satisfied.

Bro. C. R. Elliott is doing Troy, nights, regular. He's probably satisfied, too.

I see that we have two new brothers on the Canandaigua Division—Bros. Blake and Watkins. Glad to hear it. Here's two hands, boys. That makes "JN" as solid as a rock.

Starkey has a pair of 'em. Both night and day man. You could not beat that pair with anything less than a "royal flush." It's going to be a nice cold walk, Harry, up to "Klondike," these winter mornings. You and Bro. Utz will have to put up a "fone."

Bro. Graves has been spending a few months at Penn Yan. Mr. Townsend, the regular night man, was at Hall during the rush.

Elmira, with the same old "push"—Dispatchers Shannon, Dense, Banks, Lynch, Harding, Briggs and Sarvey—keep things on the jump, while M. Morgan, Billy Mason and Carl Miles sling real "Morse" in "QC." They all "Get there and get back."

Phillips and Judd are the telegraphic circle at Horse Heads. That man Judd is a corker. One

thing sure, he won't have a milliner's bill to settle. What's the use of mentioning a little thing like that, though, eh?

P. G. Murphy, the night resident of "SJ," gets in the usual amount of sleep and keeps up his courage and spirits by using or taking "physical culture." He helps "Baldy" milk the cow, and makes himself generally useful and agreeable on week days, but on the Sabbath we see him seated comfortably on the cupola of 86's caboose, bound for "Longdon." (?)

At Stanley, during the fruit and cabbage season, G. M. Weeks has been on first trick, with Chas. Davie second and E. C. Kinney third. Guess they have it pretty warm there sometimes.

Matt Farrell keeps the ball rolling at Sodus Point. He is the "whole push" up there. Can write you up for insurance, sell you a setting of eggs, or do most any old thing, and do it in a business way, too.

No change at the shops. The same old gang. J. G. Pettengill and M. O. Cheney, both holding their own.

Everything going on the run just at present. Cabbage going South at the rate of a ton a minute. "Sauer kraut" will be all the go with the Dutch now.

Christmas comes next. Send in your application, boys, and let us make you "appy." You won't be sorry. We will treat you like a brother should.

With best wishes, and trusting you all have a good, warm "roost" to hang out on these cold nights, I will cut myself out and give the other "fellers" a show.

McFLIPP, Pine Valley.

Central of Georgia Railway Notes.

Division No. 75—

Asleep, did you say? Well, as a fraternal write-up in our journal—yes, but — busy is not the word. On the go all time; hence, my silence. Otherwise, we are very much alive, and old No. 75 doing business at the same old stand, "full head of steam, right of track, and going home," fashion.

Division membership increasing; our treasury in a healthy condition, coupled with the fact of being well officered, should lend an impetus to our O. R. Tism and make us feel a keen satisfaction, in that we are doing our duty by being active members of the noble Order. To the best of my knowledge, I will try and enumerate the knights of the rubber button.

Montgomery, "Z" office, is manned by Bros. Andrews, White and Cooper. They're the stuff, and "Johnny on the spot" as to calls.

Montgomery Yard, "RX" joint, Messrs. McKinnie and Birch.

Pike Road is looked after by W. B. Trice. He can tell you all about the fleecy staple, cotton.

Mathews, Bro. J. M. Torber too busy with freight. Hear very little from him.

At Fitzpatrick Bro. W. J. Hand keeps all trains supplied with water.

Mitchells, held down by C. C. Dunn. We hope the kid can or will try to see the benefits of having the correct pasteboard.

Thompson, the company's interest is looked after by Miss Maund.

Calls at Union Springs are answered by Messrs. Wade, days; Crawford, nights.

Midway, Ala., is ably looked after by Bro. Jones. He is one of the slickest operators on the third division.

Comer is looked after by Miss S. E. Moore and a whole lot of other misses. There is a seminary somewhere in the woods about. I am going to take a trip there and see if I can win her over (fraternally). She is wasting valuable time.

At Eufaula we are ably represented by Bro. J. W. Norton. He is a perfection.

Far away Ozark, Bros. Lankford and Prescott are noted for their promptness and business-like methods—a pleasure to work with such men.

Charlton is occupied by R. S. Woolfolk, who can help you if you call on him.

Clio, J. J. Hill does the work for two stations, and in consequence we hear little from him.

Down in Louisville we find Bro. Pinkston. The place may be a little obscure, but Bro. P. is always in evidence.

Bro. Maxwell, at Clayton, makes a good showing, and deserved recognition in a \$25 raise, which was promptly accorded. Welcome!

At Cuthbert we have two that can't be beat—Mr. Farish and Miss Blackmon.

Shellman is held down by F. S. Sears and Bro. Jackson. They're hard to beat, when it comes to biz.

Dawson, Bros. Johnson and Cobb are always awake. This world would be a lot's better off if it contained more such men as these.

Smithville is the "bull's-eye," but Bro. Hunter is always on the alert—7 A. M. to 7 P. M. Mr. Henderson does the owl act.

Bro. Flynn, at Americus, does a landslide ticket biz., and manages to scare a man at intervals with his rattles of the sander. It stands on end; is fine stuff. Wandering Thompson, nights. Think Bro. Flynn had better put a weight on him when he comes back, if ever.

The place of monuments, Andersonville, we find Miss Callen.

Mr. Houser, Oglethorpe, is the wrong man to be in the cold, and we sincerely hope he can see his way clear to get in again for the next term. Montezuma, Messrs. Oden and Farish, two good men.

Mr. Bell, at Marshallville, spends most of his time on the cotton platform.

At Fort Valley handsome Bro. Quinn is lord of all he surveys; holds one hand on the ticket case and the other on the key. Bro. Wesson, nights, has seen fit to come back to us after a brief absence, during which time he was with the Postal Company, in Thomasville. Glad to have such reliable men with us at all times.

The block system is looked after by the following:

Ohio, Tomlinson, days; Godowin, nights.

Powersville, Jennings, days; Wilson, nights.

Byron, Miss Mulkey, days; our erstwhile Bro. Southall. Verily, how we fall!

At Etcheconnee Bro. Boon holds forth in all his glory, pulling his pipe and thinking of the lady's flower pot and his little joke with it. Come, again! Jackson, nights.

Walden is taken care of by Grant, days; Pyron, nights.

At Wise, Charley Bruner, days; Brown, nights.

Macon Junction we find our Nimrod and disciple of Izaak Walton. J. Newton Hightower glories forth during the days; Bro. Shelton, nights. We are glad to have Bro. S. with us, and hope he will see fit to change that B. of R. T. card for an O. R. T. one.

We hear little from Bro. Hudgens, at Leesburg, but he is there when called.

At Albany, joint, Messrs. Atkinson, days, and Kearsy, nights. This place is a roast, and both men deserve praise for their exceptional good feelings at all times.

Newberry, at Walker, is the whole thing.

Dean, at Leary, is O. K.

Everything at Arlington is operator except the porter. Messrs. Stanley and Thomas and Thomas again comprises the force. Nothing pleases Bro. Stanley more than to have 25 or 30 for you, and cut 'em up to make you peck.

Bros. Perry and Clemons keep the lumber moving from Blakely.

Miss Moore is always on hand at Hilton.

Bro. Woolfolk, assisted by Mr. Kirkpatrick, holds it down to a fine point at Columbia. Two good men.

Dothan will not want for attention as long as Bros. Hammond and Harrell are there.

Taylor's is held down by a kid, J. G. Jackson, but that boy will be heavy some day, telegraphically.

Slocumb is where you can get a coat of tar and pitch, if you don't please. W. A. Fountain is easy to please, though.

A good team in Messrs. Quillen and Slappey, at Hartford.

Bellwood is ably managed by Ellis.

Chancellor, we find H. P. Gurr.

Bro. Baldwin, at Coffee Springs, has almost nothing to do. The officials will not be slow in recognizing a good man wasting his time, and put Bro. B. where he can be kept "25."

Mr. A. R. Monroe, at Sellersville, the terminal, is wide awake, and pleases all concerned.

Second Division—

Union Depot, Atlanta, our Order is well represented by Bro. H. P. Garrison. Bro. G. is so much occupied with his sweet little daughter that we fear he forgets that we hold meetings in Macon.

Atlanta Yard, Bro. Killian, days; Bro. Gatewood, nights.

Fort McPherson, Miss Culpepper, days; White, nights.

East Point, Messrs. Landers and Livesay.

At Hapeville the company's interest is looked after by Bro. Landers, days, and Ransom, nights.

Jonesboro the whole push is White, day and night.

At Griffin Bro. Williams will sell you a ticket to any point on the earth's surface. Mr. Walsenburg is operator, days, and Bro. Breedlove, nights.

The force at Barnesville is composed of Messrs. Dusenbury, agent, and Oprs. Stock and Jones.

At Forsyth we find Mr. Morgan and our Bro. Bogle. We hear very little from Bro. B., but feel that he is O. R. T. Agent Cocke and Bro. Hildebrand, the redoubtable, nights. Bro. Mosely, the old reliable, manages to keep busy on the extra list.

Macon, dispatchers are Mr. F. P. Ayers, first; Bro. Bull Harris, second; Bro. T. Clayton Barger, third.

Mr. A. Dowell, first; your Uncle Warren Davis, second; Bro. "Weary" Williams, third.

Macon relay office is well manned by Bros. E. P. McLain, C. M. Breedlove, Opr. Storey, days, and Bro. Avril manages to clear the hooks, nights.

Columbus Line stations are occupied as follows:

Reynolds, Bro. Hodges and estimable wife.

Butler, by McCrary.

Howard, by the sand man, J. S. Brown.

Böstick, we have Mathis.

Miss Brown at Geneva.

Juniper we find Sporman.

Upatoi is held down by Jackson; Opr. P. A. Morris on extra list.

Columbus relay office is well taken care of by Oprs. Lowe and Brown.

As we have already presumed upon a large space, we will say just a few words for the boys on the First Division, but will do them justice when we come again.

In our last write-up it was claimed we had no colors at Guyton and Bartow. Mistake. Two of the largest joints of our backbone are at those places. We are also represented by Bro. Jones at Meldrim.

Look out for January journal. Also, for yourselves for new Division card. *It's a beaut, and can be had by treating your S. & T. on the square.*

Div. Cor.

Williamsport, Div. No. 24.

Notes—

Bro. Miller has given us the slip, and report has it that he is on the B. & O. We have not heard the reason.

There is an enterprising village situated about 20 miles north of W., known as the thriving town of Bodines. At one time this place consisted of a large tannery, but, unfortunately, the trust came along one morning and gobbled it up, blew out the electric lights, loaded the machinery on a flat car and bid adieu to the population, and now the only enterprise left consists of a ham factory, of which Mr. Connelly is the president, general manager, manager, superintendent

and foreman. With his great ability as an operator he turns out a new one about every six months. With the assistance of this and a few other factories situated on the Elmira Division, we can soon expect a raise of from \$45 to \$20 a month.

Bro. Nicely, of Altoona, is in the midst of the Delaney System, and says it is O. K. He is "only a boy."

Bro. Mulhern and Bro. Klingenberg are off on a two weeks' vacation.

Bros. Scott and Staver moved in the new tower Thanksgiving Day. Brothers calling to see them will kindly wash their face, clean their teeth, comb their hair and wipe their feet, for they are the real thing now. Bro. Scott says he is very thankful for one thing, that they will only have 28 levers, instead of 50.

The foundation for the new tower at "RO" is now complete. We understand that there will be 21 levers at this point.

I would like to call the attention of the brothers to our meetings. I think, with a little effort, that they could be improved on. I hope that some of the brothers whose smiling faces have not been seen for some time are not losing interest. This would, indeed, be very bad, for it is now that we need every helping hand.

Judging from a back view of Bro. Staver, going up the railroad Wednesday night, one would think that he intended to pick turkey out of his teeth.

Operators from Rockville to Allen's have a smile on their faces like a slice out of a watermelon. Their wages have been raised \$5 per month.

Harrisburg, Pa., Div. No. 3.

Quite an enjoyable time was had at the meeting held at Lewistown on Thursday evening, November 21st. A goodly number of faces that heretofore have been strange in the Division room, were present.

After attending to the regular routine business, while Bro. Gunter wielded the gavel, the brothers enjoyed a smoke at the expense of Bros. Gunter and Stahl.

The next meeting will be held at Huntingdon Thursday, December 10th, at 7:30, when those who have been attending the meetings regularly, will be glad to welcome all other brothers who care to attend, and introduce them into the mysteries of the lodge room. Visiting brothers are especially requested to be with us at that time, as a good time may be expected.

We guessed right when we stated that a brother was about to enter the Benedict ranks, in our items of last month, as indicated by the following clipping from one of the local dailies of November 13:

"A pretty home wedding was solemnized last night at the home of the bride's parents, when the Rev. Luther DeYoe, of the Messiah Lutheran Church, united in marriage Mr. Edward L. Zimmerman and Miss Irene S. Miller. The ceremony was performed at 8:30 o'clock, in the presence of a number of friends of the families.

"Mr. and Mrs. Zimmerman will enjoy an extensive wedding trip to Boston, and on their return will reside at 616 Forster street. The groom is a popular telegraph operator at "FI" office, of the Pennsylvania Railroad, and well-known among railroad men."

"Ed" has been our Secretary and Treasurer, and has also occupied the Chief's chair, and enjoys the confidence of the boys, who all join in wishing the newly wedded couple a long, prosperous and happy life. But just here it occurs to me that if "Ed" would let it be known that the smokes would be on hand at the next meeting, it might be an inducement to some of the brothers to wend their way hitherward.

The announcement Thanksgiving morning that Miss Maggie Rooney, who has so efficiently filled the position of telegraph operator at "SK" tower, Harrisburg yard, for a number of years, had resigned and withdrawn from the profession entirely, was somewhat of a surprise, even to those closely connected with her in their different lines of duty. With the retiring of Miss Rooney the Middle Division of the Pennsylvania Railroad is entirely without a lady telegrapher on the line. Nothing definite as to her future has been declared, but whatever paths of life she may choose to travel, the best wishes of her fellow-employees will go with her.

While Bro. Zimmerman was on his wedding tour, and Bro. Miller was spending his vacation in quest of deer, Bro. Bratton filled their places at "FI." This being a yard office, some of the boys along the line feared that Sam had got lost, strayed or stolen, as they could not hear that "JDs" snap out from "UD." HOWARD.

Meridian, Miss., Div. 94.

We were all glad to see ourselves in the November TELEGRAPHER, thank you, Mr. Editor.

We predict a successful career for you, Bro. Quick, in your new field of labor, and that THE TELEGRAPHER will be maintained on a plane of excellence equal to that of your predecessor, we have no doubt. You have our very best wishes.

Down in "this neck of the woods" we are as many as ever, and the O. R. T. is a success, we are glad to say. There is no excuse for being stiff and cold when there is plenty of nice, warm work to do, and each man in '94 should single out some eligible "non," as suggested, and bring him in. Your correspondent hereby signifies his determination to go after a certain good man, whom, to the "casual observer," is one rather hard to go against, but dogged determination, in all its genuineness, will, in time, win out in almost anything. Try it once.

From the following you will note that those already mentioned were not the whole thing, by any means, each of whom is as good as the other, and all as good as ever happened, nevertheless.

Bro. W. C. Parker does duty at Dwight, Ala.

Bro. Billheimer, Fruitdale.

Bro. Driskill, De Soto.

Bro Briggs, last heard of at Citronelle.

Bro. J. E. Jones, Topton, days; Bro. Lamb, "owls."

Bro. W. W. Pigford can be found at Lockhart.

Bro. Wilbur E. Sellers, Macon, nights; a good man in many particulars, and strongly O. R. T. If all the "ops." were just like "S." there would be no such things as "nons."

Bro. Frank Ervin, Crawford.

Our Hobbie has gone with the A. & V., and can be reached at Newton, Miss.

Bro. R. L. Howell is one of the earnest workers in the local agent's office, Mobile.

Down on the Mobile & Bay Shore Railroad we have some good men.

Bro. Golden does the elegant at Mertz.

Bro. Booth, at Bayou La Batre.

Bro. Rawls, at Delchamps.

The Montgomery District claims some good men.

Bro. Ed Leech sticks to the Columbus agent's roll. There is a nice bunch of good men around Columbus that should be with us.

Bro. Pearson is the whole thing at Ethelville.

Bro. Hubbard, Elrod.

Bro. Wright is the right man at Northport. I understand that he is a "warm member" of the Order—and that's right, Bro. Wright.

Bro. Alexander, Eoline.

Bro. H. E. Brown, Centerville.

Bro. Oakley, Lawley.

Bro. Caldwell, Fletcher.

Bro. Cochrane, Kingston.

Bro. Mims, Prattville.

Division 94 also claims some good men with foreign roads in Meridian.

With the N. O. & N. E. we have Bro. Grover Greene, who does the turn in the shop's office. Bro. R. H. Stam does duty in the local agent's office, and Bro. A. F. Stam does "business" for all roads at the Union Station. Bros. Shields, Nabers and Card, also of Meridian, are known quantities at the key, and are strong O. R. T. men.

Bro. Bob House has moved himself from Aberdeen to Whistler, where he relieves, for awhile. Agent Coleman.

Bro. Haughton has transferred himself to Citronelle, nights. Hope he likes it.

Bro. Reynolds, of Mobile, is off on a short vacation. Bro. Wade Ervin is doing the graceful for him in his absence.

Switch-list cracker-jack, Bro. "Bullie" McGhee has been the busiest kind of a bee, at West Point, recently. The regular man's name is Dennis.

Bro. Patterson, recently employed as operator and clerk in the agent's office, at Montgomery, modestly declined to work longer there upon the strength of a nice, soft "job" with the Western of Alabama. We all wish you well, Pat.

Op'r. Tatum is back at his old stand, "RK," days, after having successfully worked a trick during the absence of Dispatcher Taylor. Emmett needs an O. R. T. button badly.

Our cordial invitation to join the happy band is still extended to all good men. 6847.

Ocala, Div. No. 89.

Ocala Division held its third meeting on November 10th, at which meeting a communication was read from our worthy President regarding the formation of a System Division on the Sea Board Air Line and the transfer of our members into the System Division. After a thorough discussion of the matter by all present it was agreed that the establishing of a System Division on the Sea Board Air Line was a good thing, and that our Division should transfer to the System Division.

Each member is requested to write our Secretary his views on the subject. Div. Cor.

Camden, Div. No. 84.

An amusing incident occurred at our last meeting. One of Wa-Wa's *he-heus* from up around Stanwick strayed into the meeting room, claimed he received the pass-word from one of our members, and upon giving same at wicket, and bearing same name of one of our charter members, was admitted, but his visit was brief.

More attention will be paid in the future to see that such people do not beat down the fences and come in and scare our goat.

It seems that our P. C. T. has had a fit of absence all this term. What's the matter, Tommy, can't you leave your happy home once a month for three hours?

Bro. Bodine had a sudden call down by the Armory, which accounts for his absence last meeting night. Business before pleasure, Joe, hereafter; tell her to wait until after lodge.

Time is at hand when you go down for coin for your next card. All holding new cards for 1902 will be given a standing vote of thanks by our Secretary at the next meeting.

Div. Cor.

Corning, N. Y., Div. No. 95.

The regular meeting of this Division, on the evening of Wednesday, November 20th, was, without doubt, one of the best turnouts ever made along the lines of the New York Central Railway.

The occasion was a visit from our worthy President, Bro. Perham, and those who attended will not readily forget such a pleasant evening.

Three new members were initiated, and the goat behaved himself splendidly, perhaps, on account of Bro. Perham being present.

A number of new applications were read and referred to the proper committee, indicating that our boom is still in evidence, and that the telegraphers, agents, train dispatchers and signal men are getting their eyes opened to the possibilities for improving their condition by belonging to an up-to-date organization such as the O. R. T.

When the boys heard that five Local Divisions had already been instituted along the lines of the New York Central Railway, and that five more were under way, the applause was something startling.

Bro. Perham spoke for over an hour, receiving the closest attention, and there was not a man present but who was greatly benefited by the talk.

All became impressed with the idea that there is something more in unionism than mere selfish gain, and mentally made the resolve that they would not be found wanting in the future.

The meeting adjourned about 11 o'clock P. M., and the crowd then repaired to the Wellington House, where a cold collation was served, which was partaken of by about eighty people. Everybody enjoyed the repast highly, and the Division officers were the recipients of many compliments upon the completeness of the arrangements and the hospitality of the Division.

Bro. J. A. Brandon is meeting with splendid success all over the road, and under his efficient management the work of organizing will soon be completed. Bad luck to the man who puts stones in his pathway. Div. Cor.

Oldtown, Div. No. 11.

The following is the report of the Committee on Organization, presented at the regular November meeting:

When the staff of local correspondents—who, under our By-Laws, make up this committee—was first installed, it was expected that numerous changes would be called for before we could really consider the forces in working order. It speaks volumes for the loyalty of the brothers who were first asked to help on this work that only one of the eleven original local correspondents appointed has failed to accept the responsibility of this most important position. Two or three other changes have been made at the requests of the brothers who found it necessary to ask for relief, for one reason or another, but this is as it should be, since the work must be done, and it will often happen that a brother will accept the trust put upon him by his Order, and find himself quite unable to carry out his good will. It will probably happen that we will all, in time, have to take a turn at the wheel, for it would be quite unfair to expect any one brother to fill the position continuously.

But local correspondents we must have; there is no known way of doing the work, as it has to be now done, without such help to carry it on systematically and permanently.

It was at first supposed that the local correspondent's work would be mostly confined to keeping in touch with the membership, and in bringing it up to a well-posted and working Division. This is being done with a success that reflects the highest credit on the members of the staff of local correspondents, but it has been found that more must be required of them than was in the original plan, owing to the fact that, with their best efforts, they have not been able to secure the co-operation, yet that they must have, in order to make progress what it should be in the way of increasing the membership. It

is repeatedly asked, "Why do we have to work so hard for members? Other Orders don't."

This is a mistake—a fatal mistake—for other Orders do have to work just as hard, but they are often so placed that the work can be done more rapidly and with less friction.

It is useless to go into the reasons for this, but the facts remain, and there is no way in which Division No. 11 can get on a business basis and stay there before the members get a better understanding of what is required of them personally in the work of an organization.

Your committee is nearly ready to check up the second personal canvass of all the telegraphers on the road, and the lists will be in the hands of the local correspondents within a day or two. This will give us a still closer view of the situation on the whole line and enable your committee to put in its work to more advantage.

We are getting calls for applications for membership, and it is hoped that at least two will be ready to come before this meeting.

There is no encouragement like seeing the results of our own labors before our eyes—with all respect for what has been done for us—and it will be a great day for Division No. 11 when it fairly takes up its full duty and sows as well as reaps its own harvests.

A working Division is the only hope of the O. R. T. in this part of the country, whatever it may be elsewhere. No use to tell how much we believe in the Order, if we don't work for it besides.

Div. Cor.

Scranton, Div. No. 87.

The grand social and ball of this Division was held in Scranton October 29th, and was well attended by the boys, their wives and lady friends, and every one had a good time. The music furnished was first-class in every respect, and a good dance was had. Those that could not dance were interested observers.

Our esteemed brother, H. J. DeGraw, representative of this Division to the Grand Division, reported a first-class time. Bro. DeGraw was the only representative of the three duly elected that was able to go, and we are confident that he performed his duty to the satisfaction of all.

On Monday evening, November 18th, a banquet was given by our Division in Raub's Hall, Scranton, and an enjoyable evening was had by all, many visitors being present.

Bros. Parry, Pace and Evans composed the Committee on Arrangements, and they performed their duties in a very creditable manner. Everything in season (and some things out of season) was furnished.

The occasion of the evening was the installation of officers, which was conducted by Bro. Parry acting as Past Chief Telegrapher, who did things up brown.

It is about time some of the "nons" came in that promised to long ago. There is quite a few that said they were only awaiting the pay car, and that has passed two or three times since that promise was given, and still we do not see them.

What is the matter, boys? I know every one of you believe in organization, especially in this valley, as you can all see just what it has done in other branches of work and business. We are compelled to pay from 10 to 25 per cent more for everything we want to use, and nary a cent more to buy it with. It fact, some of the offices have been cut down on this pike during the last few months.

Wake up, boys, and don't say to yourselves, "That as long as they don't disturb me I will say nothing." It may be your turn next, and then it will be too late.

Bro. Gilleran, chairman of the Schedule Committee, reports the schedule all completed, and on its way to St. Louis for approval, after which it will be hustled to Middletown or New York, as the case may require.

No trouble of any kind is anticipated, and as we have a first-class man at the head of the committee, much good is expected to come from this effort.

Bro. Betts, of the main line, is Bro. Gilleran's co-worker, and the two present as strong a team as could be selected to go before the management. Success to these brothers, is the earnest prayer of the Division.

Do not forget the meeting nights of the Division—first Monday of each month, at Watts' Hall, Main street, Carbondale. Third Monday of each month at Raub's Hall, Wyoming avenue, Scranton.

Let everybody attend their meetings who possibly can do so.

Div. Cor.

N. Y., O. & W. RY. NOTES.

Southern Division—

News seems very scarce on this pike, in THE TELEGRAPHER. Think the regular correspondent needs new battery, to get him in writing order.

Will start in on south end with:

Little Britain, we have Bro. E. Arnst, agent and operator.

Crystal Run, Bro. W. B. Phillips.

Middletown, "AV," Bro. E. W. Pearson, days, and our wide-awake local chairman, Bro. F. G. Bonds, nights. Bro. Bonds works in "AV" from 7 P. M. to 11 P. M., then goes in "MD" and copies for dispatcher until 7 A. M. Of course, it's a snap!

Bloomington, Bro. J. R. Van Benschaten, working split trick.

Wurtsboro, Bro. L. Wakeman, agent and operator.

Summittville is solid O. R. T., with Bros. B. M. Betts, our general chairman, agent; D. A. McDonald, day operator, and J. D. Kennedy, night operator.

Mountindale, Bros. Geo. E. Wilson, days, and I. E. Jones, nights.

Centerville, Bro. J. M. Patterson, agent and operator.

Fallsburgh, another solid O. R. T. town, Bros. J. J. Mahoney, agent; W. M. Brock, days, and E. Atwell, nights.

Hurleyville, Bro. C. G. Tapping, agent and operator.

Ferndale, Bro. I. E. Teepe, agent and operator.

Liberty, Bros. T. E. Brochu, ticket agent and operator, and Wm. Schossler, nights.

Parksville, Bro. Guy Cochran, agent and operator.

Livingston Manor, Bros. Thos. Downs, days; H. L. Borland, nights, and F. W. Martin in freight office.

Rockland, all nons, J. Fitzgerald, agent; W. Darby, day operator; Mr. Atkins, night operator. I know they would all feel better with an up-to-date card in their pockets.

Cooks Falls, Bro. Harold Kitchen, day operator. "XO," can't you make O. R. T. men out of "X" and that sleepy "ED."

Trout Brook, we have Bro. J. E. Cassidy. "J," how about that bear—has it been killed yet?

East Branch, Bros. S. H. Lawless, agent; H. M. Doyle, day operator. "D," get after that night man.

Cadosia, Bros. C. L. Read and R. W. Crans, days. I can't spell night man's name. Expect we will have to take off our hats to "NA" and "XO" when we call on them in their new office. What are you going to put up in that dog-house, with colored glass all around it, on top of your new office?

Apex, we get up the hill without a pusher or a bracer. Here we find Bro. G. M. Bennett, days. "G," smatter with "DO?" He is old nuff to get into the O. R. T.

Rock Rift, Bro. G. W. Merwin is the whole thing—past master and all.

Beerston, Bro. W. D. Barns puts in full time, or probably will later on, unless No. 19 keeps up her good record—getting in O. T.

Walton, B. H. Stowe, ticket agent and operator, and G. H. Foster, nights, with not enough to do to keep him awake. What a pud! There is an award out for any one that will get "OG's" name on an O. R. T. petition blank.

Northfield, Bros. W. L. Barbour, days, and R. S. Close, nights. How do you like keeping bachelor's hall?

Franklin Depot, Bro. A. B. Fish, days.

Maywood, Bro. A. L. Fish, day operator. "A," can't you do a little O. R. T. biz. with "G?" Take him out on the trestle and drop him, if he doesn't get in line.

Delhi Branch—

Hamden, Bro. J. A. Crawford, agent. "J" handles more butter than any other O. R. T. man on the branch.

Ellenville Branch—

Ellenville, all nons as yet, but we "13" Bro. John Fox, late of "FG," goes there November 1st, and we will expect "FO" to get one or more converts for the O. R. T. after he gets settled.

Business good, and operators rather scarce on this pike. Students are not very plenty, but plenty enough. Your humble servant knows of

two along the river. Boys, I wouldn't do it, if I were you; it looks bad, and it is bad.

A few of the boys succeeded in getting away in time to catch the rear end of the Pan-American, and others that didn't get near enough to see the markers.

Bro. Read, from "HD," was off a couple of weeks, and took in the Pan-Am. Mr. Merchant relieving him.

Bro. Borland, from "VM," is another one that was off long enough to see the Midway. Bro. Kitchen, of "CF," relieved "H."

Bro. Bonds, from "AV," was missed a few nights. Think he must have been calling on his best girl. Didn't hear him say anything about the Pan-Am.

Bro. Jagger has resigned at "RK," nights, a Mr. Atkins taking the position.

Bro. Wakeman, at "WU," has been rusticing a few days. Mr. Haines is holding down the agent's chair at "WU."

"JS" says he is going to get in line soon. That sounds well, but don't put it off too long, "JS."

Bro. Kennedy, at "SV," has been laid up with a sprained arm. Did not learn the particulars of the accident.

There was a small social gathering at "WN" last Sunday, October 27th. Bros. Betts and Bonds, from this Division; Gillerar and DeGraw, from Scranton Division, and Watters, from Northern Division, dined at the "Central," swapped lies and talked biz., and were going to have a glass of water, but "CY" said it was froze up, so had to go dry. Bro. DeGraw told all about the convention, and he gave us a few steps of some new dancers he saw while in St. Louis. I've forgotten the names of the dancers—they are all right, though.

Bro. Perham, our popular President, passed over the line the other day, shaking hands with the boys wherever No. 6 stopped.

We expect to hold a meeting at "VM" soon. Let's see how many of these nons we can rope and take with us when we attend this meeting, and teach them to travel the O. R. T. route. If any are successful in getting one, let Bro. Betts know, and he will arrange to have the officers come up from Scranton and do the necessary.

Well, I will cut out, and give some other brother a little space. DAGO.

From Mexico.

A todos los telegrafistas ferrocarrileros Mexicanos.

Queridos Companeros y Amigos—

Con motivo de las injusticias que se cometen por las compañías ferrocarrileras en Mexico con los compañeros telegrafistas, llamamos la atención con el objeto de que elevemos nuestra posición social moral é intelectual en lo futuro. Son muchos los abusos de que nosotros somos victimas y muy razonable es que esto tenga su fin cuanto antes posible, pero para ello es necesario la union general de todos nosotros para que sea-

mos considerados y nuestro trabajo sea remunerado equitativamente por todos las compañías ferrocarrileras del país. Hay agentes en algunos ferrocarriles de Mexico que solo ganan \$30 y causa vergüenza y es falta de dignidad que nosotros telegrafistas Mexicanos regalemos nuestro trabajo y nos rebajemos á menor nivel que el simple jornalero. Dicho sueldo no es suficiente para proveernos de manteca para guisar nuestros nacionales.—“*Parraleños*.”

Cuando que las compañías ferrocarrileras Mexicanas tienen cada día mayores entradas de dinero y están en estado floreciente, y si nuestro trabajo no es remunerado como era de esperarse es por la falta de union y protección mutua entre nosotros. Consolidemos nuestros intereses y veamonos como hermanos los unos a los otros.

Se dan infinidad de casos de que á un telegrafista lo destituyan del empleo que ocupa por ofrecerse un infeliz por menos sueldo, siendo este motivo para que nosotros en lugar de progresar vayamos decayendo cada día más y más.

Estas observaciones que hacemos no implican que sea necesario que deiemos nuestros empleos, sino simplemente hacemos ver que es absolutamente necesario que nos unamos todos bajo los auspicios de una sociedad para protejernos nosotros mismos y no permitir que ninguna compañía degrade nuestra profesion. De esta manera el día que fuese uno de nuestros compañeros destituido injustamente podríamos formar una huelga y hacer comprender á dichos compañías que en adelante no permitiremos ese tratamiento. Entonces verán Uds. que mediant esta unión nuestros trabajos no serán pagados arbitrariamente.

En St. Louis, Missouri, E. U. A., tiene su mesa directiva la sociedad “Order of Railroad Telegraphers” fundada bajo leyes liberales, la cual invita á todo telegrafista ferrocarrilero de la America del Norte (Canada, E. U. A. y Mexico) á que ingresen á ella y tiene por objeto unirnos para la protección de nuestros intereses para elevarnos intelectual y moralmente y para promover todo aquello que traiga nuestro bienestar general. El objeto del Central Mexicano al obligar á sus telegrafistas que enseñen telegrafo es que aun no estan satisfechos, y quieren aun rebajar mas los salarios esas compañías que cada día tienen mayores entradas y que con el aumento de trafico naturalmente aumenta el trabajo del pobre telegrafista. Quieren pagar menos y menos hasta que se vean telegrafistas preferir ser jornaleros; á tal grado llegará á bajar el nivel que hoy por hoy no es una profesion envidiable y que solo por mera necesidad desempeñamos. Si uno de Uds. comienza por ingresar y animar á sus amigos, y estos a los suyos, poco á poco ira aumentando el contingente de socios y el día que lleguen á formar mayoría, ese día habrá llegado la hora del triunfo. Se nombrará una comisión que vaya á la Ciudad de Mexico é imponga las condiciones con que nosotros seguiremos trabajando y entonces comprenderán esas compañías hasta hoy injustas, que al tratar con un telegrafista, tratarán de potencia á potencia y hare-

mos valer nuestros derechos tan injustamente tratados. Pediremos por ejemplo que el sueldo mínimo sea \$75 para simples telegrafistas y para telegrafistas y agentes en estaciones que recauden menos de \$500; \$85 para las que recauden de \$500 a \$1,000; \$95 para las de \$1,000 a \$1,500; \$105 para las de \$1,500 a \$2,500; \$115 para las de \$2,500 a \$3,500 y \$125 para las de \$3,500 a \$5,000. Las oficinas que recauden mas de esa suma, deberán percibir los Agentes sueldos en proporcion á la importancia de su trafico. Los telegrafistas del Camino de Fierro Nacional Mexicano en estaciones como Nuevo-Laredo, Monterrey, Saltillo, Vanegas, San Luis Potosi, Acambaro, Maravatio, Toluca, Mexico (Colonia) y Santiago oficina de despachadores, \$100 y Bajos del Hotel del Coliseo \$125.

En estaciones del Central Mexicano como son Ciudad Juarez, Chihuahua, Jimenez, Torreon, Jimulco, Calera, Cardenas, San Luis Potosi, Terminal de Dona Cecilia y Plazuela de Guardiola en la Ciudad de Mexico. Manager \$125 y \$100 telegrafista regular. Oficinas como Escalon, Zacatecas, Leon, Silao, Queretaro, San Juan del Rio, Tula, Irapuato, Yurecuaro, Guadalajara, Pachuca, Montaña, Villár, Tamasopo y Tampico \$100. En el Monterrey al Golfo Mexicano, estaciones como Victoria, Linares, Montemorelos \$100 y Tampico como Agtde boletos y telegrafista \$135. En el ferrocarril Interoceanico de Mexico, oficinas como San Lazaro, Puebla, Jalapa y Vera Cruz \$125. Manager y telegrafista \$100. Oficinas en Los Reyes, Cuautla y Tamarindo \$100 y Ozumba \$85.

No creemos que siendo tan moderada la suma que tiene que pagarse como cuota de iniciacion \$3.50 plata Mexicana y 58 centavos mensuales sea un sacrificio para nosotros que veriamos colmados nuestras aspiraciones en muy corto plazo, algunos duplicaríamos nuestros salarios.

Todo es cuestion de que Uds. tomen la idea con entusiasmo y procuren cuanto antes reunir á la mayoría de telegrafistas de un ferrocarril é inmediatamente se mandara la comision antes citada. Nosotros los que suscribimos este articulo somos ya socios de la referida orden mas de cien telegrafistas Mexicanos, y deseamos con vehemencia nos ayuden para ver terminada la grande obra de progreso.

No hay que olvidar nunca que de la union nace la fuerza, y que es el unico medio de adelanto para nosotros.

Suplicamos á nuestros queridos compañeros los Senores Campos del F. C. Interoceanico en San Lazaro Mexico, Amador Herrera del Camine de Fierro Nacional Mexicano en Colonia Mexico, Rebollo del Interoceanico en Vera Cruz, Sanchez del Central Mexicano en Jimulco Mexico, Orozco y Galindo del Central Mexicano en Aguas-Calientes, Procell del mismo en Guardiola Mexico, y a los companeros que ignoramos sus nombres en Ciudad Juarez, Chihuahua, Jimenez, Torreon, Calera, Zacatecas, Silao, Leon, Irapuato, Guadalajara, Cardenas, Tampico, San Luis Potosi, Monterrey, Saltillo, Toluca, Maravatio, Acambaro, Morelia, Tacuba, Los Reyes, Puebla, Jalapa, San

Marcos, Cuernavaca, Tacubaya, Iguala, y calle de Patoni M. C. & P. en la Ciudad de México, y otras oficinas que no nos es posible publicar por falta de espacio, se dignen animar a sus compañeros y amigos para que se unan a nosotros. Sirvanse también escribir á nuestro hermano Sr. L. W. Quick, Gran Secretario y Tesorero de la Orden en St. Louis, Mo., E. U. A., pidiéndole las formas de aplicación que necesiten y él se las mandará inmediatamente.

A continuación va tabla de las cantidades que deben remitirse según el mes en que se inicien.

Hasta Diciembre 31 de 1901.

Diciembre, \$5.08.

La O. R. T. tiene la deferencia de cobrarnos en plata Mexicana lo más mo que se pagaría en oro Americano al otro lado del Río Grande.

Dirijan sus solicitudes y dinero a nuestro hermano Sr. L. W. Quick, Grand Secretary and Treasurer, St. Louis, Mo., E. U. A.

"Arriba muchachos y viva el telegrafista Mexicano."

Una copia del ejemplar en que está publicado este artículo, ha sido mandado a todas los telegrafistas en México.

El grupo de telegrafistas Mexicanos que componen el sistema del F. C. Internacional Mexicano.

An Interesting Letter From Mexico.

To the Editor:

Hoy ha sido para mi día de mucho regocijo sabiendo que Uds. se han servido aceptarme como miembro de esa Sociedad. También he tenido el gusto de utilizar las horas libres que intermedian mis labores cotidianas y robadome las de mi descanso para estudiar concienzudamente lo asertado de todas las disposiciones y reglamentos para la seguridad y mutuo fraternidad de esa sabia asociación sin mas miras que el progreso protegiendo al telegrafista de los que dilapidan su profesión.

Las empresas ferrocarrileras y demas compañías que necesitan de nuestro trabajo, disponen de el movil fehaciente de que entre nosotros los Mexicanos! No existe genio viril ni aciento a conferir a quien de él pudiere estar dotado para descansar en confianza en nuestro mutuo beneficio, este por una parte, para estar postergados á sueldos raquíticos!...que el ultimo industrial obtiene sin darse cuenta de exigencias que nuestro lugar ante la sociedad reclama!...y por otra al hecho ciertísimo de que necesitamos dar un paso más sal adelante cada día que nuestra Republica lo demanda por su propio progreso.

¡Qué! y que cada Mexicano sigamos el ejemplo de nuestros compatriotas para unirnos mutuamente, sea con nuestros vecinos del Norte o con los que nos puedan dar maximas de fraternidad; el hecho de habituarnos á esas asociaciones nos traerá el poderos recibir por sí solos y hacer que se nos respete reconociéndonos equitativamente nuestra honesta profesión "Maxime, *La Union hace la Fuerza y El Respeto al derecho ageno es la Paz*—Benito Juárez" que cierto y qué verídico

es esto, de donde por tal motivo no dimanará mas que nuestro bienestar, dejándonos trabajar en sosiego y bien retribuidos.

Suplico á Ud. Sr. Quick le dé cabida a esta carta en su ilustrado periodico. THE TELEGRAPHER suplicandole ademas haga una exitative á mis demas compatriotas telegrafistas, seguiri de que en bista de presentarse el medio de alargarse el porvenir seran de opinion por hacer *mutuo* el hecho de que se nos respetará el caracter que nos corresponde.

Favor hacer presente mi consideracion para con todos los miembros de esa asociacion e instruirme como debe guiarse fraternalmente su hño.

A. S. AGUADO.

Agt. Mex. Intl Ry. Co., Cert. No. 7291, O. R. T.

Mexican International R. R. Notes.

Sabinas Division—

Ciudad Porfirio Diaz, dispatcher's office, "G," our dear Mr. Finney, chief; first trick, Mr. Harrigan; second trick, the popular Miller; third trick, Mr. Shane and our Bro. Brown, operator at "PN."

Fuente, "UN," Bro. J. M. Morales, agent and operator.

Nava, "NA," Bro. Finajero, agent and operator.

Allende, "DE," Bro. Victor Blanco, agent and operator.

Pellotes, "X," Bro. Delgado.

Sabinas, "DD," Bros. L. O'Hara, agent; J. B. Escamilla, days, and Delgado, nights.

Barroteran, "BR," Bros. Fencion, agent; Hernandez, days, and Fernandez, nights.

Obayos, "AY," new man, by the name of G. Hunsucker, day operator.

Hermanas, "MR," Bro. A. S. Aguado, agent, and Bro. Jos. Edm. Coss, nights.

Monclova, "MN," Bros. Mentzer, agent; our fine boy, Lilley, days, and a new man, nights, who refused to give me his full name by wire.

Espinazo Division—

Castano, "CA," Bro. J. Ortiz, agent and operator.

Bajan, "BN," Bros. Zertueche, agent, and C. Finajero, night operator.

Espinazo, "SO," Bro. Faust Frevino, agent and operator.

Sauceda, "DA," Bro. Escarcega, agent and operator.

Jaral, "J," Bros. Christian, agent; Rhodes, days, and Frank S. Frickey, nights.

Frevino, "V," Bros. Bowman, agent, and Gonzalez, night operator.

Monterey District—

Reata, "JR," E. Clem, agent, and Geo. King, night man, an old Western Union operator.

Anhelo, "DO," Bro. R. Dominguez, agent and operator.

Orista, "RI," Bro. J. E. Dominguez, agent and operator.

Mina, "M," Bro. A. E. Vivero, agent and operator.

Hidalgo, "HD," Bro. Domínguez, agent and operator.

Chipinque, "CH," Bro. Reyes.

Monterey Depot, "MQ," Mr. H. N. Gibson, agent; new man, days, and Bro. Del Fero, nights. Monterey City, "MO," Bro. W. G. Bowman, city ticket agent and operator.

BRASS POUNDER.

Northern Pacific Ry.

Things are booming in O. R. T. circles.

Bro. F. A. Brown has been re-elected general chairman.

Bro. Dafoe resigned secretaryship on account of ill health. Bro. F. S. Champion succeeds Dafoe, and we congratulate ourselves on the appointment, as Bro. Champion is O. K.

I notice an article in the November number of THE TELEGRAPHER relative to scarcity of operators on the N. P. and G. N. While this article is true in one sense, yet it is not a complete statement of the conditions existing, therefore, misleading. The demand for operators is largely due to small salaries and increased duties. Men coming from all parts of the country, and quitting almost as soon as they are put to work.

West of Rocky Mountain Division the minimum salary is \$50 per month, board and room costing from \$20 to \$25 per month, and other expenses in proportion, and many offices are box-cars or places where the men do not care to live in.

My advice to men in the East making \$40 per month is to remain where you are, in preference to taking a job on the N. P. or G. N. at \$50, or even \$60, per month. These are facts which cannot be disputed.

CERT. 199.

Pacific Division N. P., System No. 54—

Sopenah Station closed. Mr. Wetzell, agent, returned to his farm in Minnesota.

S. L. Hampson, of Division 50, resigned as agent, at Winlock, to engage in the hardware business in that city. A. G. Wellington, of Cosmopolis, promoted to agency at Winlock. P. S. King, of Ellensburg, nights, as agent at Cosmopolis.

Bouderal, relieving agent, Sumner; J. B. Olin, of that point, on vacation.

E. B. Guncel is relieving C. J. Stuart, at Puyallup, for a couple of months. Mr. Stuart is on a vacation.

C. W. Stanton, an old-time operator on the Division, resigned from Auburn, days, to engage in mercantile business in Everett. May success follow you, Stanton! Bro. Travis relieves Stanton.

E. A. Galbraith appointed agent at Kanaskat, vice W. P. Parsons, resigned. Understand Bro. Parsons has accepted a lucrative position with some large mill company.

C. Earland, night operator at Canton—a new position and a new-comer.

I. N. Holmes, night operator at Weston.

Miss Maggie Robinson, from Sumas, B. C., to Lester, days. Maggie, they all miss your smiling countenance on the old S. & I., and would like to see you return.

Mr. Sharp at Easton, vice W. M. McGee. The latter has gone to Ellensburg.

W. A. Dickinson, Easton, days.

Mr. Case Buckley, assistant agent, O. C. Knight; Cle Elum, days, vice M. Scurrah, resigned. E. L. Hooven, nights, vice S. E. Willis, resigned.

F. M. Chadima, Bristol, days, and W. S. McGee, nights. Mr. McGee is from the Santa Fe.

Mr. Shields, Ellensburg, days, vice J. Wardenburg, resigned. W. A. Nobles swing man and W. M. McGee, nights, vice Shockey, resigned.

Mr. Sheer, "WR," Tacoma, vice Barnum, resigned.

Dispatchers, Tacoma: E. Mason, T. Coyle, W. E. McCabe, J. Flynn, A. B. Glazier, C. W. McGill, T. J. Bodeck, G. H. Lancey, J. E. Dean.

Seattle Division—

Sumas, P. W. Brown, agent; A. E. Taylor, operator, vice Miss Maggie Robinson.

Deming, W. W. Chrisman, agent.

Wickersham, W. Royer, agent.

Sedro Woolley, N. G. Davis, agent; E. E. Balcan, days; E. H. Huntly, nights.

Clear Lake, J. A. Sisson, agent, from Wibaux, Mont.

Big Lake, I. N. Thomas, agent.

McMurray, E. J. Harcourt, agent.

Bryant, W. G. Letson, agent.

Arlington, S. G. Buell, agent; don't know operators.

Snohomish, S. G. Dunn, agent.

Canadian Pacific Ry.

Mister Editor & Bruther

Hev bin axed by our lokel chareman Mister Rayburn, (you no Rayburn eh, that fello hoo iz troubled with Rumatism, limps on won foot and kant wock on tother) to rite sumthing for the Jurnal this week, Mister Rayburn iz a man of sense & diskriminashun, he noze a mans ability without axen kwestshuns, and, sez he, you'll fill the bill to the drop of a hat, so heer goze. In the first place I want to kongratulate you on your cleckshun to the hiest ofiss on the North Amerikan kontinent, altho we wur slow in finding out your worth I am satisfied you will be "Quick" to find out the fallibility of the rank & file, Quick to point out our short-komings, Quick to keep the other officers in line, and, &, well just "Quick." am sorry Bro. Perham stept down a notch. I heer he iz only Prisident now, or Grand chief, sumthin like that, pleeze tender him My regrets & tell him to keep a stiff upper lip and mind the strong box, if he doze that rite it iz a r mans job. Say, we had a meetin in Montreal on Oct. 26th and what it liked in numbers was made up in thuziasym, altho the number was

not small when we konsider how diffikult it izs for members of our profeshun to get away, and the service not suffer. We had sixteen preznt and all alive. All the members of the lokel borde wur preznt viz. Bros. Rayburn, Robinson & Dunn. We did konsiderabel work, and it waz well Dunn. This waz however more of an inisal meetin to lay out plans for the future, Hannes agent made hiz Bowbeer to the crowd and Beaconsfield agent says Leego, Relieving agent said we wur a lively Hurd, another said if we wur not kareful we wood be Robinsun-day and then thay all began to Hinchey around to get out, so we adjourned to meet again in montreal on November 30th. This seckshun izs in a very flurishin kondishun, neerly every man izs a members, and we ar lookin forward to a rouser meetin on above named date. Dont answer this letter if you dont get it, and altho I hev very little time, will kum agin, az the boys wish me to korrespond on akount of my superior edikashun. More power to your elbo.

Yours,

JIM.

H. B. Spencer's Section—

It is a great pleasure to be able to inform all loyal brothers that since date of my last letter a vigorous movement has been set on foot to strengthen our ranks, and with the most gratifying results. The organizer's visit is having a stimulating effect on some dubious brothers, and is adding new men to the ranks at a rate that bids fair to make this the banner division before the end of the year.

This is as it should be. The weakness of this division up to the present has een a reproach to our manhood, to our honor and to our independence. Let us hope, let us determine that henceforth it will be a matter of pride to ourselves and a credit to our intelligence.

After all, it's only a matter of determined effort on the part of the most embarrassed operator to put himself in good standing and keep himself there. This he should do, even though it is necessary to make a little sacrifice—a little self-denial of some of the little luxuries of our daily life. True, indeed, the luxuries of an operator are very few, but how fewer would they not be were it not for the achievements of the O. R. T. in our behalf. The O. R. T. relieved us of many burdens, of many indignities. It relieved us of performing the work of scavengers. It found us crawling; it bid us stand and walk, self-respecting and respected. It found us bound to labor, day and night, for a miserable pittance, barely sufficient to keep body and soul together. It regulated our hours of labor, increased our remuneration.

It found us subject to, and not infrequently the victims of, exacting, and sometime unjust, superior officers, to whose arbitrary decisions we should bow without the right of appeal or effective protest. It reversed this insufferable condition of affairs, and every man who to-day works

at his desk or at the key and holds an up-to-date O. R. T. card, feels a sense of security. He knows that the most overbearing official on the system must treat him with consideration and justice. He knows that he cannot be dumped out of a job (to qualify himself for which he has devoted the best years of his life) with impunity, unless, by his own misconduct, he really deserves it. He knows, too, that the arbitrariness which formerly characterized minor officials' dealings with operators, is now of rare occurrence.

The most purblind operator on this system must recognize all this, and, recognizing it, what cogent reasons can he advance for not supporting the union which remedies those evils under which we labored, and so materially bettered our condition all around?

If the men who still stand out of the ranks of the O. R. T. gave the matter a little serious and intelligent consideration; if they would reflect for a moment on what our conditions *were* and what they *are*; what our hours of duty *were* and what they *are*; what our remuneration *was* and what it *is*, they would, unless, indeed, they are destitute of all feelings of honor and justice, or lacking that intelligence which is expected from men in their position, decide to support, sustain and strengthen the Order through the agency of which they benefited so largely.

And, Mr. Editor, to our otherwise worthy brothers, who are somewhat in arrears in dues and installments, I would also respectfully submit all the foregoing for their serious consideration. The Order has accomplished much for the telegraph operators of this continent, and none have reaped greater benefits from its efforts, and no men should more loyally and determinedly support the Order than the operators on the C. P. R. R.

It has done much; it can do more, but our support, individually and collectively, is absolutely necessary.

The Order cannot exist and effectively carry out its programme for the betterment of its members' conditions without funds, and the funds are obtainable from its members only.

How important, then, is it that each member promptly meet his obligations to the union.

Many good, sound brothers become delinquents by the simple process of deferring the payment of dues till "next month," arguing that "my few dollars will not be any material drawback for a few weeks, and I will be up-to-date sure next payday." The dues of one or two such procrastinators would not, in itself, greatly hamper the work of the Order, but let the man who reasons thus remember that there may be, and possibly are, FIVE HUNDRED others ruminating in the same strain, and he will realize what the aggregate amount will be on the wrong side of the ledger.

The dues and assessments of our Order cannot be said to be burdensome, and if met regularly and promptly would not bear heavily on the poorest of our craft. On the other hand, if it be put off from month to month for a year or two,

it becomes formidable, and the procrastinating member is then face to face with the alternative of paying up the arrears or quitting the Order, and in many cases, much against his will, against his conscience and against manly instincts, the latter alternative is forced upon him "whereby he foregoes the benefits he has so long paid for, and the membership of the Order is reduced by one. Yet, if dues and assessments were promptly met, this unfortunate predicament would be avoided, the heretofore loyal and respected brother would be spared that brain-searing pain, remorse, and the Order would be in a position to pursue its good work in the interest of one and all.

In the January issue I will give the standing of this section, which promises to be one of which we may well feel proud. I sincerely trust that there will be very few names after which the word "non" will be written on that occasion.

In conclusion, I think it would not be out of place for any brother who has any suggestions to make in connection with revision of contract to have them appear in the January issue as well, and ventilate any real grievance which they may have.

Bro. Olmstead, agent at Bellamy, has resigned his position, owing to ill health. We all hope to see Bro. Olmstead back on the division soon.

Agent Warren, of Sand Point, visited Vancouver and other points during his month's vacation. He was relieved by Bro. R. W. Dickson. We understand that Mr. Warren will be one of us soon.

The terrible head-on collision on the North Bay Division has been the sole topic of conversation among the trainmen and others of this division, as all the killed and injured were well known to most of the boys down here.

It is the custom on most of the roads in the United States that whenever a vacancy occurs it is announced by a "23" message from the superintendent. If I remember rightly, your schedule calls for the same thing, but who ever heard a vacancy announced on this division? There has been a number of changes lately, but the majority of employees were not aware of the fact until everything had been settled, and then to make a complaint would be futile.

E. J. MAYTEN.

Mountain and Shuswap Section—

As seen from an airship flying over the pike. Hector, Bro. Donnelly getting rabbits; soup ready for supper.

Field, Bro. Haney calling Train Master Carey, on 'phone, to come down in morning with his Sunday best; a private car will be on No. 1.

Bro. Swager, swaggering down the yard in search of a train crew to take a Down extra up the Hill.

Palliser, Bro. Jelly playing the piano at a neighboring house.

Golden, Bro. Wells practicing the upper swing

on the jaw with a punching bag. Bro. Burton keeping the owls quiet.

Donald. Oh, what a sight! It made me faint, but a few drops of rain revived me sufficient to see Bro. Robinson (though a red hot O. R. T. man on wire) oh, surely, not "RN." It could not have been you, you surely are not teaching telegraphy. Listening at keyhole I heard a voice, "If you keep at it I can have you capable of handling a pit next season, if J. J. S. can keep his nerves steady for half an hour in the morning till you get the orders." Come, "RN," read over your obligation.

J. McMillan, relief man, devouring some haggish and Athol broths, while R. Davis was chasing the owls.

Beaver, Bro. Morrison coming in with some gold dust he just washed from Quartz Creek.

Rogers Pass, Bro. Kelly on way east to Golden, while Bro. Campbell was ordering a pusher.

Glacier, Bro. Armstrong trying on pair of snowshoes.

Illicillewaet, Bro. Mooney repairing call bell.

Albert Canyon, Bro. Taylor sound asleep.

Revelstoke. It being after 24k, Bros. Fraser and Moore were not to be seen, while Mr. Shaw was trying to catch an extra east at Sicamous. Bro. Stearman being away on vacation.

Griffin Lake, Bro. Sharpe watching for north star as the mountains moved around.

Sicamous, Bro. McManus looking for his pipe to smoke the mosquitoes out. Bro. Barker, having got tired feeding mosquitoes, has gone to Enderley, while Bro. Sharp goes relieving.

Bro. Johnston checking freight and handling train orders, at nights.

Salmon Arm, Bro. Currie laughing over his trip East, and how he fooled the porter.

Shuswap, Bro. McConnell practicing his new call. "HU" now, not R.

The wind not being favorable to fly my ship any farther, landed here and took train home.

Bro. Broderick, operator at Bear Creek, has resigned to accept a position on the government telegraph line to Dawson, Yukon. Mr. C. Paget has been appointed operator at Bear Creek.

Bro. T. Moore, dispatcher, our esteemed secretary, spent his vacation taking a trip over the Division and meeting the men.

The committee met the superintendent recently and discussed matters with him.

Bro. Vivian Dunn has been appointed government operator at Windermere, and will have complete charge of the government line from Golden to Windermere. Vivian is a very young man for such an exalted position, and if he lives long enough may eventually rise to be superintendent of the government system.

Bro. R. Jelly, agent at Palliser, says it is twelve miles to Palliser from Golden; that there are 2,112 rails and 33,792 ties between Golden and Palliser. He will let us know the number of spikes shortly. If you are wise you will not ask him how he knows all this.

Bro. Clements, agent at Grand Forks, has returned home from St. Louis. "Archie" was the delegate from this Division.

In perusing the supplement to THE TELEGRAPHER covering the proceedings of the convention, you will notice that the Credentials Committee reported that the delegates from C. P. R. Division, No. 7, were not entitled to a seat in the convention, as the Division is in debt to the Grand Division. The same thing occurred at the previous convention. If every member on the system promptly remits his special assessments, \$2 and \$3, this will enable us to pay what is due to the Grand Division, and leave a nice sum to enable the General Committee to negotiate a new schedule. Now, pay up like men.

Bro. Slim Oakley had an exciting experience recently. While repairing wires west of Sicamous he was chased by a bear. Slim climbed a pole, the bear followed him up it, and it looked serious for Slim. Some people would lose their nerve in a situation like this, but it takes more than that to cause any loss of nerve in Slim. He just ran a piece of wire down the bear's throat until it reached its heart, attached the other end to the overland copper wire, thus electrocuting the bear to death, and it dropped to the ground like a bullet. Slim quickly removed the hide and took it home to spread upon the floor for the baby to play on.

CERT. 744.

Ontario Division—Toronto to Smith's Falls—

A meeting was held in Havelock on the evening of September 28th for the purpose of airing a few ideas, and making some suggestions regarding the welfare of the membership on this Division, and, incidentally, to mention the names and bad habits of the few (very few, I am glad to say), "nons" on our Division.

The attendance was not just as good as we expected it would be, but the meeting was warm, all the same, and if we only had meetings at shorter intervals I think we would be greatly benefited.

Regarding the "nons," we notice that they are *very anxious* to have everything that is coming our way. In fact, sort of "live at the expense of their neighbors, who are trying to improve the conditions of life." Tell you what, boys, there should be some way to get at those fellows that would either wake up their ideas or freeze them out. There certainly is not much manhood about them, or they would not stand ready to reap the benefit of other people's money and effort without an offer of assistance. In fact, going as far as refusing to do their honest share when called upon.

It gives one indigestion to think about how mean some men (?) can be. Phew!!

Now, boys, get in line, as we want to strike for oil. How about that \$3? Are we all in?

They tell me that "Shorty" took the cake—hooked it, mind you. The rest only got a sandwich.

Bro. F. J. Atkinson, spare dispatcher, has gone to Rat Portage to work a steady trick.

Our Chief recently sent a "23" over the Division, stating that 30 good operators were required west of Fort William. Looks bright for our craft, doesn't it?

Bro. M. F. Minare (Shorty), Indian River, has been appointed secretary to the new local chairman, Bro. J. W. Anderson, Manvers.

The Duke's visit has made quite a commotion throughout our Division, and he and his royal consort have had a royal time of it.

It must be nice to have everything coming your way. Wouldn't mind a taste myself, would you?

Bro. C. J. McHugh, days, Peterboro, has been having holidays, being relieved by Bro. Armstrong.

Almost every town you strike now you hear the people say, "How is it that operator so and so remains here so long? Why, we used to have a new man every few weeks." How is it, boys? Don't you think it is on account of the better conditions that exist now, and the "something in sight" ahead of us. Are we satisfied? No, no. While our condition has improved a great deal, there is still room for a great quantity of the same thing yet, and if we want it, we are the ones to get it. Depend on it, we won't have anything in the way of improvement thrown at us. So get in line, boys.

Boos.

Western Division—

This is my first attempt, but I see no reason why I should not chip in. If it does not reach the waste paper basket I may try again. I think a great many of the boys should wake up, and not let their interest get down below zero.

Where would we have been to-day, and what would have been our wages and working hours if it was not for this noble Order?

We should be proud to stand by one another and advance the cause, knowing it is for our own as well as our brothers' interest.

We should not forget to purchase an express order when our dues should be paid, getting it in time to save the Order the necessity and expense of notifying us.

I think, through the indifference of some of the members, that much unnecessary expense is placed on the Order, hence unnecessary expense on ourselves.

Wake up, boys, and don't be so sleepy. There is no standing still in this Order. We must either advance or retreat.

Did you ever notice those poor fellows who say they cannot afford to join? It would amuse you to see them grasp form 293 whenever they can get in overtime, and they do it with just as much freedom as if they were one of us. I would feel small enough to crawl through my wife's wedding ring if I should do such a thing.

Now, boys, you who are reaping the same privileges as we, who pay up to help support the Order. Give in your name; join us; and you will

not be sorry, and you will feel ten inches taller by doing so.

So many who won't join would be sorry to see those who do belong retreat, knowing they would be money out of pocket. I would say to those who do not belong, don't touch another cent of overtime if you have any grit in you at all, till you have repented of the error of your ways, and give the Order a small portion of what it has helped you to gain.

The Lord loveth a cheerful giver, and so does the O. R. T.

Don't you think we could go in for a new schedule? I think the old one would stand re-modeling.

Now, boys, join in and say something. Let us hear from a great many of you. By each doing a little it will increase our interest in the Order and in one another. A CRANK.

Union Pacific Ry.

Eastern District, Wyoming Division Notes—

During the month the following changes have taken place:

Opr. Jones, from Hermosa Junction to Walcott, nights.

Opr. Darling, from Hermosa Junction to Dana.

Opr. G. B. Horton, from Ridge to Hermosa Junction.

Mrs. G. B. Horton, from extra duty, at Dana, to Hermosa Junction.

Bro. W. S. Sanford resigned at Howell and has gone to California.

Bro. Harry Hay, a new man, at Lookout.

Bro. Ford, from Medicine Bow, nights, to days, at Ridge.

W. H. Haberman, new man, at Medicine Bow, nights, now laying off.

Bro. P. K. Bowen, from Hanna, days, to Howell, his old stamping ground.

G. B. Young, nights, to days, at Hanna.

Bro. T. L. Hart, from extra to nights, at Hanna.

Understand Bro. L. M. Tudor will soon resume his duties at Rawlins as manager.

W. K. Wood, from Cheyenne, to relay work, at Denver, Kansas City, etc., has returned to Cheyenne.

H. C. Burton resigned at Cheyenne and has gone south.

About six new members on the district intend going into the ranks in December. More to hear from. The outlook is good for continued interest in the Order among the boys. "K."

Buffalo, Rochester & Pittsburg Ry.

The first regular meeting of our new System Division was held at DuBois on Sunday, October 6th, with a good attendance. The Pittsburg, Middle, Clearfield and Rochester Divisions were well represented.

Two meetings were held—one in the afternoon, for the benefit of the brothers working nights, and one in the evening, for the day men.

Both of the meetings were presided over by our general chairman.

All of the officers and local boards were present, and some very interesting business was transacted.

The afternoon meeting closed at 6 o'clock to allow those present to reach home in time for work.

The second meeting was called to order at 8 P. M., with a large attendance.

A great amount of business remained from the day meeting to be transacted, but all was cleared up by 11:15 P. M., when we adjourned, all leaving feeling happy and well satisfied with the amount of business transacted and the enjoyable time had.

It speaks well for the membership on the Rochester and Pittsburg Divisions that they were so well represented, owing to the great distance they were compelled to travel in order to attend. We hope they will be with us at the next meeting.

We are yet young, having been organized in September, but we feel very proud of the good work that has been accomplished on the B., R. & P. during the last few months.

The work of organizing was first started by two or three loyal members on the line, and later they were given assistance by Bro. Cleaver, organizer, who was sent here to complete the work already under way, and our present state of thorough organization is the result of their combined efforts. There are but few "nons" left, and any member residing near one of them should consider it his duty to immediately lay "siege" to him. As space is limited, will cut out and make room for the Division Correspondent. C. P. LERCH.

Buffalo Division—

At "DI" we find Bro. McCarthy working first trick; Bro. Lamb, second, and Garin, third. Bro. Nash copies, days.

Bro. Sexsmith, agent at "AR;" Opr. Blair, nights.

J. E. Garin, agent "MO;" unable to learn who is night hawk there.

"WJ," Shoemaker, days; new night man; will get him later.

"BN," Bro. J. L. Ledden, days; Bro. J. E. Ledden, nights. Three work trains and two steam shovels make it pleasant, doesn't it, Jack?

"SA," Bro. Abbott "doin'" most any old thing.

"AY," Bro. Domes, days; Flynn, nights. Don't you like it, Flynn?

"CT," Bro. Cohen doing most anything, days; new one on, nights.

"AD," Stewart, days; Bro. Thomas, nights. Fight it out, M.

"WV," Mayers, agent; Brockway, nights. Says Dewit took it in. How about it?

Hoyts, we have never heard from. Can some one put us on?

"VE," Wightman, days; Fox, nights. Why don't you get in "CN?"

"NC," Bro. Schleicher, all alone.

"GV," Miss Mabel Murray, agent.

"DN," Bro. Murray, agent; new one nights.

"WF," Bro. Dascomb, agent.

"JV," Bro. Paul, agent.

"RK," Bro. Davis, agent.

"BC," Maloney, days; do not know the owl.

"FH," "B" and "BF" offices, we have not been able to reach, and now, if I have failed to prefix "Bro." to any one who is entitled to the same, do not blame me, but get out and show yourself, and let us know how you stand. We cannot guess it out.

C. S.

Clearfield Division—

Clearfield, Bros. Campbell, Jacox, Dougherty and Harden. A jollier set of boys cannot be found.

Currensville, Bro. Kernan, operator; Berger, agent.

Rockton, Bro. Dawson, agent; Bro. Hoover, nights, the latter being off a few days last week on account of sickness. Glad to see "U" back, old boy.

Middle Division—

Business brisk; operators scarce.

WANTED—All nons to join us and be in line.

FOUND—Over 150 O. R. T. men on the B., R. & P. System.

Lost—A number of good O. R. T. boys, on account of low salaries.

First is Punxsatawney, "NX," Bros. Baker and McDowell.

Next, "XO," Bros. White and Healey.

Next change, Big Run, Bro. H. H. Forbes from Big Run, nights, to agent, Stanley.

E. C. Campbell, formerly of the R. V. Ry., nights, at Big Run, will be in line soon.

Bro. Spanogle resigned agency at Stanley to accept a better position on the P., S. & N.

Sykes, Bro. Hoon, just the same, from 5:40 A. M. to 9:30 P. M.

C. & M. Junction, Bros. Higgins and Henry.

DuBois yard, Bros. Simmons and Fitzgibbons.

Dispatcher's office changes are: Dispatcher Gleason to car dispatcher; Bro. O'Neil copying, nights, vice Mr. Nash, to third trick; Bro. Lerch copying, days, as usual, with Bro. Carvell chasing messages.

Will not have time to call on all the boys, so will just mention a few changes. All those not mentioned still remain solid.

Brockwayville, Bro. Judd laying off, Opr. Bullock relieving him. Bro. Jacox was off, sick, a few nights, being relieved by a new man, name unknown.

Carman, Bro. Warner off, sick; Bro. H. E. Carrier working, days; a new man, nights; hope he is O. K. Bro. Carrier has only been with us a short time, but tell in line like a man. C. W. Hodder, the agent, resigned to accept a position in Allegheny, which took effect about November 1.

Johnsonburg, Bro. Keller took in the sights at Buffalo a few days. Bro. Miller, night ticket agent, and Opr. Krider, days.

J. & B. Junction, the same old boys, "RO" and "MC."

Boyers, a new man, nights, on account of Night Opr. Everett resigning.

Binghams, Bro. N. C. Schrock doing the owl act.

Dents, Bro. Cott and Reid. "GC," get him in line; he promised to be with us pay-day.

Howard's, Bro. Creaton, nights, on account of scarcity of operators. Bro. Burke, days; Bro. Creaton is regular day man at Binghams.

Bradford Shops, Bro. Signor, days, vice Bro. Milliken, resigned, on account of poor health; Opr. McEntyre, nights; sorry to lose Bro. Milliken, as he is one of the oldest boys on the pike. "73" to you, "P.," wherever you be.

Bradford, "MM" office, Bro. Hutchins still the same.

Bradford Depot, we find regular man, Turner, on a vacation, and a new man relieving him.

As the Pan-Am. is now over, the boys will rest up, and business will take a drop. So will feel better next time and get up a better list, but hope Buffalo and Middle Divisions will help me out this time.

NOTICE.

To All Members of Division 92—

All members of this Division changing their address are requested to notify me, so that I may correct my books accordingly.

C. P. LERCH,

Sec. and Treas. DuBois, Pa.

Rochester Division—

Owing to the after effects of a trip to the Pan-Am. last month, your correspondent was strictly on the "bum," which accounts for the non-mention of the Rochester Division in the November TELEGRAPHER. We have, however, recovered, and will try and answer our call promptly in the future.

We were all much pleased and encouraged by President Perham, who favored the Rochester Division with his presence week before last, to confer with General Chairman Huestes on matters regarding the further advancement of the good cause on the B., R. & P. Ry.

Bro. E. J. Deveney has been transferred from "X" to "SU," nights. Eddie says the grub is not so good as it is at "BI."

Bro. P. N. Boylan, recently transferred from "GS" to "X," nights. You better get your gun loaded, "BN," and be ready for those Sons of Rest. There are lots of them down that way.

Bro. Dimmick, formerly of "W," is at "GS," days, now, with Bro. Walsh holding down the bench, nights.

Bro. A. J. Huestes, at Rock Glen, is rejoicing over a 10-pound O. R. T. boy, born the 15th. Let's smoke, "AE."

At Lincoln Park we find Bro. J. C. Dunden, who is one of the "Bros" in every sense of the word, with F. Gordon as night man, who we "13" is soon to become one of the "noble band," if not already one of them.

Well, will cut out for this time, as it is getting light in the east, and will have to go on with the broom act and have everything slick when the "Bros." come around.

CERT. 1427.

Chesapeake & Ohio Ry.*Ashland Meeting—*

This being my initial effort in the way of letter-writing to the journal, I propose to lose no time in throwing myself upon the mercy of the court. I take pleasure in reporting a very enthusiastic meeting at Ashland on October 26th. The meeting opened with Bro. McAllister in the chair. In close proximity to that sturdy old warrior were Bros. Glenn, Miller and Kiser, chairmen of their respective districts, namely, Cincinnati, Lexington and Kanawha.

In the absence of Bro. Grogan, who had not returned from the Mound City, Bro. Jones most acceptably discharged the duties of secretary.

Mr. H. L. Rice, of Vanceburg, presented himself as a postulant, and the initiation was accompanied by the usual pyrotechnical display—red fire, etc. The old boy came out of it all without taking a long breath, which was probably the result of the victim being in excellent condition at the outset. It's a terrible ordeal, to be sure, but remember, boys, as long as you remain good Order men, you will never have to go through it but once.

Bros. Welch and Willis were elected to the local board of adjustment to assist our local chairman.

Bro. Welch, the boys were disappointed at not seeing you at the meeting, but we had to be contented with the explanation that it was impossible for you to be present. Be up next time, sure, for, in the vernacular of the Bowery, "There's nothin' to it!" We miss you.

After the business of the meeting was adjusted satisfactorily we were treated to some flights of oratory from the irrepressible Bro. Jones, together with some pointed and interesting remarks for the benefit of the Order in general from Bros. Glenn, Kiser, Miller, Willis, and last, but not least, from our elongated brother, Bill Black, from Ross.

Come again, Bill; you know your business.

Some few days ago our able chairman, Bro. Glenn, procured a leave of absence for sixty days, and now I have to inform the readers of the journal that he has at last joined "the silent majority." I don't mean to intimate for a moment that he is a "dead one," or anything of the kind. No, indeed, he is a winner. I simply wish to state that Bro. Glenn is married. To say that the boys wish him all the good luck in the world, would be, in the language of Judge Advocate Lemley, "superfluous and unnecessary evidence."

We regret very much to record that in the past month Mr. R. M. Smith, the night operator at K. C. Junction, was robbed by death of his loving wife. Mr. Smith and his wife were very popular with all who knew them, and his friends in the Order wish to take this means of extending to him their sympathy and sorrow in his sore trial.

As a rather remarkable coincidence, Mr. W. P. Gahan, the day operator at the same place, was taking a vacation, and had taken unto himself a life partner. The boys present their congratulations and good wishes. How about that insur-

ance now, Billy? There's a chair close to the top reserved for you.

Bro. Billings has deserted Quincy for the day work at Sixth street tower, Bro. Murphy, formerly of Garrison, taking the night job at Sixth street.

Bro. Kimble, from Maysville to Quincy. Bro. Yaney has taken charge at Maysville, nights. A warm member, Tom, but it won't cool off while you are there.

Bro. Wheelen, the admiral, has transferred his flag from Buena Vista, nights, to Vanceburg, days.

G. W. Greenert is doing relief duty at "AU" office, in the temporary absence of Opr. Manlove, Bro. Reub Stairs commanding at Newport during the interim.

P. S.—I learn that Bro. Grimm has made all arrangements to go into the hardware business at Morrow, O. We hate to see you go, George, and you will carry the best wishes of all the boys with you. The company loses a good man, the Order a good member, and Ohio gains one more good business man.

The election of Bro. Perham to the presidency was unofficially announced at the meeting, and a broad smile of approbation was noticed on the faces of all present. C. & O. Division, No. 40, extends congratulations to Bro. Perham, and we believe voices the sentiments of the entire Order in that respect.

For the benefit of the members at large, would like to state that we are almost solid, and everybody paid up. And with that I'll rest my oars.

"YOUR UNCLE FULLER."

Mountain District—

Once more I grasp my pen in the interest of the O. R. T., with the full consciousness of my inability to perform such a service as writing for the journal.

Our November meeting, at Clifton Forge, was full of interest, as all of our meetings are. There were some spicy arguments over questions pertaining to our interest, but the same spirit of love that has characterized our coming together during the many happy years of the past still prevailed when the clock pointed to the hour of adjournment.

We wish very much the Mountain boys could be induced to attend the meetings. Surely it is not necessary for us to be more urgent in our appeals in this respect.

We always have a large delegation from the River, notwithstanding they have to take their chances to get back on a freight train.

Nearly all of the Mountain boys have passenger trains both ways.

Come to the meetings and let us see you face to face and hear your charming voice.

Soon another year will have passed into history. Let us press forward with higher ambitions and nobler desires, and as we enter the new year let it be with a sincere desire to take advantage of the opportunities that come before us, rendering unto Him who rules this great universe our

gratitude for His watchful care during the past year and invoking His blessing for the future.

The marriage of Bro. Geo. B. Pool and Miss Mattie O. Bennett was solemnized at the home of the bride, near Springwood, Va., Thursday evening, November 4, 1901. Owing to recent bereavement in the family of the groom, no guests were invited. The ceremony was performed in an impressive manner by the Rev. J. R. Dogan, of the Baptist Church of Buchanan, Va. The bride is an attractive Botetourt young lady, and the groom is a popular young man, and holds a responsible position as operator at Clifton Forge, George, we extend our hearty congratulations, and wish you great happiness.

With many happy wishes for a merry Christmas and a happy New Year, I close.

R. E. TYLER.

Erie Railway.

Lima Division—

At Simpson we have Bros. Hill and Calkins.

At Markle, Mr. Wilson, agent, and a new man, nights.

At Uniondale, Mr. Porter, agent, and Mr. Crist, nights.

At Kingsland, Mr. Frysinger, days, and Mr. Sale, nights.

Tocsin, we "13" is on the bum.

At Magley is the youngest agent ever employed on the C. & E., Bro. Bashore. We guess Bro. B. has made up his mind that the west end is not in it with the Lima Division. He is second extra agent.

At Preble we see the smiling face of Bro. Swoveland, who is also extra agent, and a good man.

At "DA" tower is Mr. Phillipps, days, and Mr. Smith, nights.

We will now pass the factory by, and come to When, where Bro. McKenna still stops No. 14 for express.

At Glenmore we find Bros. Quint and Strode.

At "RE" Tower, Ohio City, Bro. Walters, days, and Bro. Earp, nights.

At Elgin, Bro. Marty, days, and Bro. Strobe, nights.

We will just go east of Elgin far enough to say that the agent at Westminster seems to be doing a land office business in meat, and it has to go back to practice up pretty often.

Rumor tells us the company is to put in a dozen or so of those new interlocking switches on the C. & E. Elgin is getting the first sample.

Our friends, Miller and Brown, at Kemp, have a bid in for the next machine, we "13."

Bros. Harbison and Strode, at Spencerville, are saying nothing, but continue to saw wood at the old stand.

Bros. Aldrich and Kinuell are still pulling levers for the yard engines at "MQ" Tower.

Bro. G. W. Smith talks of putting in a bid for extra agency next time there is a vacancy. Wonder why?

Lima is all right. If you have doubts, ask J. Thatcher, who has been at the depot long enough to know.

Bro. Spencer has resigned the agency at Foraker to accept a similar position in a larger town, on the P. & L. E. Kingsway is the place, I believe. Bro. Kreigh gets Foraker agency.

Bro. Thomson and "P" Willis are at the same old tricks at Kenton Depot, but "Maxy," at "KU" Tower, when the O. C. airbrakes failed to hold, was looking for a safe place to jump.

Mr. McNeff, recently of "WJ" Tower, has resigned, and we did not hear who gets his owl perch next.

This is all we know for this time, so will cut out. OLD BUCKSKIN.

Chicago Division—

There was a general shaking up at Hammond, with the following result:

Bro. Mensee resigned to do switching in Hammond yards.

Mr. Cole, the regular night man, held the day position until it was advertised. Then Bro. Imes, from Fifty-first street, got the day position.

Bro. Fuller, from "HY" Tower, Hammond, got the Fifty-first street night, and Bro. Abbott gets the day trick at "HY."

Vacancy at "IY," nights, not yet filled or advertised.

All these changes are the result of having positions advertised. We all get equal rights; otherwise, we would have to wait until called upon.

Bro. Perry Jones, regular night man at Highlands.

"Dad" Warvel resigned his position recently at "JO" Tower. It was commonly reported that this veteran operator was retired by the Erie Railway at the age of 95. Looks are deceiving. He does not look that old.

Mr. Poul, from Boone Grove, now fills the chair, days, at "JO" Tower. Mr. Huffman, from Palmer goes to Boone Grove.

Bro. Busick, night man at Lomax, has been laying off for some time. It was reported that this brother was going to commit matrimony. We are unable to say if this is true.

Bro. Fernes is still scaring wolves at Clanricard, nights.

Bro. Reichard is now regular night man at "JO" Tower. What was the matter with Bass Lake?

Bro. Imes, from Griffith, worked a few days in the dispatcher's office.

Bro. Robinson, of Crown Point, is laying off. Bro. Huron, working days. Mr. Huffman, nights.

The general offices have been moved from Chicago to Huntington. Many of the trainmen rejoice in the thought that they now can tell their troubles to the dispatchers personally. If they do half what they have often wished to do I am afraid we will have to have some more dispatchers, *vice versa*.

What a good time "VC" can have visiting now. The stove-pipe committee has it that there will be several changes made by this move.

Levera are being put in several offices on this Division. Did some one say more pay was offered? Think not yet.

The ham factory at Athens is a thing of the past, since Sallade left. He was about the only man on this Division that would dishonor himself by teaching the art.

Bro. Crisman, the night man, is on the list now as a full-pledged member, and we understand Mr. Stout is contemplating the move. We hope he will join us.

There are a few men in the world who cannot see why anyone should work for a good cause, unless he is getting a money reward. Hence, the foolish idea that if an operator does a little hustling for the Order, he must be getting paid for it. Get that notion out of your head. It is reward enough to see our membership increase, and that is all we ask.

Several have promised to join us soon, and prospects are looking good for this Division, if we do our duty. Don't think we are through when we get a few. There are always more. We must work, and work hard, or we cannot gain. Let every member take a stronger grip on the ladder, and see if we cannot go to the top. Bring such pressure on every non that he will come in and join us. Every brother should make it his business to know every non, and try to get him. A non may not listen or pay any attention to one of us, but when we go after him in a body the pressure will generally be too strong.

Let us see what we can do this winter. We may or should be able to feel proud of our work.

CERT. 463.

Cincinnati Division, East—

A meeting of members on the Cincinnati Division, east, was held at Sterling on Thursday evening, November 14th, and notwithstanding the night was very cold and stormy, and train No. 3 one hour and thirty minutes late, which prevented a great many brothers from reaching Sterling, there was quite a number present, and matters of business relating to our welfare were discussed to some extent.

It is the intention to hold these meetings every month or so, and if necessary, at different points on the Division, and thus enable brothers residing at or near the ends of the Division to attend more conveniently a share of the time.

It is hoped that all who can will attend these meetings, as it is certainly to their interest to do so.

The supply of operators seems to have increased to some extent, judging from the fact that a number of regular men have been able to lay off during the past few weeks.

K. L. Russell, day operator at "AK" Tower, is laying off, night Opr. Allen in his place, and extra Opr. Kelly there, nights.

G. Ribelin, of Tallmadge, nights, is off on a trip to see his "dad," extra Opr. Woods relieving.

J. W. Freeland, who worked nights at New Portage during August, September and October, transferred to Polk, relieving J. F. Quay, who was

sent to Caledonia. O. W. Uplinger filling vacancy at New Portage until it is assigned.

Extra Opr. Pherson working nights at Hills.

Tom Shea, for several years operator at Wadsworth, resigned his position on November 25th, and, we understand, intends going into the draying business for himself at that place. We shall miss Tom's "familiar fist," but hope him success in his new enterprise.

Opr. C. S. Cassiday, of Ashland, nights, was quite severely scalded about the ankle on November 14th, by hot water and steam from injector pipe of engine No. 5, he being in the act of delivering an order to the engineer of that train at the time.

Some of the towers and offices have been given a treat, in the form of a coat or two of paint on the inside, which makes a decided improvement in their appearance.

The following vacancies were advertised in the month of November, but up to this time have not been assigned:

Logan, days; Milton, Wadsworth and New Portage, nights.

Superintendent C. A. Allen, of Cincinnati Division, has been confined to his bed on account of sickness for several weeks past, and at present is slowly recovering, and it is hoped that his complete recovery may be speedy, and that he will be with us again soon.

CERT. 50.

N. Y. C. & H. R. R. R.

By the time this reaches you through THE TELEGRAPHER we will probably have another Local Division under way, and I should like at this time to offer a word of advice. A word in time, even from the humblest, may save a deal of trouble later.

First of all, I would like to impress upon you the advisability of doing your work in a manner to reflect credit on the O. R. T., rather than to pursue that shiftless, don't-care fashion.

The standard of service from O. R. T. men should be far above that of the nons. You do not promote the interests of your Order or yourselves by neglecting your duty, and the surest way of receiving recognition and a schedule is by showing that the O. R. T. has the best men in its ranks—men who understand their business and men who even though they do not receive the wages they should are men of ability and a credit to any company or Order.

A little extra exertion, even though there is no more money in it, will lose you nothing.

Keep your towers and offices clean and shining. Let the metal work reflect your own character and ability. Dirty surroundings do not speak well of yourself, and are unhealthy.

Do your little and do it well to keep trains moving. Show your friendship and interest in your road by doing good work, and you may and will receive recognition for the Order.

I know you are dissatisfied and discontented. Still there is no reason why you should neglect

your duty and be a drawback to your own interests and your brother members.

Work in harmony, and stop nagging. Try to promote each other's interests, and you will promote your own. Be a man in everything the word implies. If you are only getting \$40, that is no reason why you should not do your work well while you are working for it. You will not do your part towards getting a schedule by delaying trains and keeping a hithy tower. If you are men you will be independent. But inependence does not mean impudence. You have a right to organize, and no one has a right to gainsay you. To be men, get into the O. R. T., make it an Order worthy of men and worthy of consideration from men. Men were made before gentlemen, and men are what we want in the O. R. T.

CERT. 307.

Corning District, No. 1—

It is heart-sickening to see the old operators, who have been slaves for years on this pike, living on 11 cents per hour, go to the pay-car and draw their little \$40. They have to work twelve long hours each day, and every day in the month, to receive this amount, while ahead of them the engineers draw over \$100, conductors \$80 to \$90, brakemen, or shacks, \$50 to \$60. Why is it these men draw more salary than the operators? Is their responsibility greater, or is it because they are organized?

The engineers cannot prevent the country becoming overrun with engineers, but do they care if it does? No. Every engineer is a member of the Order, and he has its schedules, while the operator can even do more than these fellows—he can prevent the over-production of operators—and why can't he organize?

It seems, after years and years of experience in individual worryment, that the boys would see that uniting and forming in a body is the only way to get their rights. Capital combines, why not labor? What good is capital unless it can secure labor? Then, why are we trodden down by capital?

As Bro. Brandon said, jump in the band wagon, boys, play a brass horn, drop your old tin whistle; it is not heard outside of your office, while a band wagon can be heard a long distance.

We have this Division in beautiful shape, but why not have it 100 per cent?

You all want to see the time when you can work for a railroad as a telegrapher, and draw salary enough to support yourself and family in comfort. The only remedy is to organize. A dollar invested here will mean many in return. If nothing more, it will close the *ham* factories, and that is a great figure. I notice a few of the boys are still running *ham* factories, as a side line. Now, boys, if you do not care about your own interest, think of those that do. Close the factory and shut out the *hams*. Don't think this will make the extra men scarce. When the railroads begin to pay operators right, and what they earn, they can get lots of men, and good ones, who have left the service to seek work

elsewhere, where they could draw salary enough to live on.

There was a good number from District No. 1 at our last meeting. All seemed to take great interest in the work, and appreciate Bro. Perham's presence. Come next time, boys!

Bro. G. C. Johnson, the horticulturist, of Reading Center, talks of leaving his old stand to go in business. Wish you best of success, J. Another good man leaving on account of starvation wages.

After the next meeting the nons will be very scarce, three or four at the outside. Buckle into "em," boys, and round "em" up. There are only eight nons on our Division at this writing, with thirty-five members.

On the second district we have forty-five members and five nons.

Missouri Pacific—Iron Mountain.

Arkansas Division—

A. W. Jernigan, days, at Malvern, was off for a week the last of the month, being shown the mysteries of the Scottish Rite Masons at Little Rock. He was relieved by the night man, A. W. Cue, who, in turn, was relieved by L. P. Brazzell, formerly of Fulton.

Alex. Speer, who has been holding down the clerkship at Hope, is now doing the act as agent and operator at Fulton.

Since the steam shovel left Prescott W. L. Osborn has assumed duties at Prescott, nights, and H. P. Lawson goes to Fulton with the shovel.

J. E. Haverfield has resumed duties with the Hope shovel, after being gone for some time.

J. D. Wilson, day man at Prescott, was off during the month of November, being relieved by extra Opr. W. E. Barron. Barron also relieved A. N. Bevill, at Higginson, for a few weeks.

H. J. Wilson, days, at Union Depot, Little Rock, was off for a week or so on sick list, being relieved by Halliday, the night man.

A. C. Speer, night man at Benton, was on sick list for a week, being relieved by extra Opr. R. L. Slever.

A new night office has been opened at Donaldson, W. A. Mitchell holding the reins for the first week. The premises are being carefully watched by J. Hapstonstall now.

Extra Opr. W. A. Mitchell is relieving E. G. Leake at Batesville for awhile.

The magnetism of O. R. T. is being felt in these parts, and when rightly applied we find brings good results, and, accordingly, enrolls the names of W. E. Barron, H. P. Lawson, C. R. Bloom, T. F. Hughes, Sam W. Harvey, on Division 31's membership roll, by petition, and W. P. Tucker, Jos. O'Shea, W. B. Brewer, W. A. Mitchell, F. A. Clogston and R. L. Glover by transfer from other divisions, and there are others hollering for help, who will soon be rescued. All these on Arkansas Division.

J. F. Bevill and Jos. O'Shea, of Knobel, recently set a good example. They remitted \$16

to the general secretary and treasurer to pay up dues from July 1, 1901, to July 1, 1902.

J. D. Turner, local chairman of Valley-Central Divisions, is off, recuperating and visiting at his home, Humboldt, Tenn.

L. P. Brazell goes to Union Depot, Little Rock, nights.

O. N. Helbig has resigned the agency at Prescott to accept the position of general freight agent of the Prescott & Northwestern. Relief Agent W. W. Teal will succeed him as agent.

F. A. Clogston is relieving R. J. Robinson, days, at Texarkana, while he is off on sick leave.

We wish to call attention to the fact that the time has about expired in which to pay current dues; also, the new cards will be a necessary thing in a very short while.

Remember you are not in good standing sixty days after the first of the semi-annual period unless you have paid up; also, that THE TELEGRAPHER will be cut off then.

A merry Christmas and a happy New Year to all.
Div. Cor.

NOTICE.

To All Local Chairmen and Members Missouri Pacific Proper—

Having been appointed Assistant Division Correspondent for the Missouri Pacific proper, I take this mode of asking you to please send me all items, etc., by the 25th of each month, so I can send them in so as to reach Bro. Quick by the last day of each month.

M. J. MAURICE.

Osage City, Kan., October 28, 1901.

K. C. & S. W.—Council Grove Division—

Standard rules, effective December 1, 1901. It is one step forward.

Business heavy and operators very scarce. Wagstaff and Allen are now night offices on account of heavy biz. Opr. McClug was at Wagstaff first, but now nights, at yard office, Osawatomie, Kan. Cannot say who is working there now. Opr. Willard at Allen.

F. W. Kirk promoted from Independence, Kan., nights, to nights at Osawatomie, Kan., dispatcher's office. "N" is O. K. This makes the force there as follows: Oprs. Kase, manager, and Shaffer, days, and Kirk, nights.

In dispatcher's office you will find Mr. A. M. Clark chief, with Mr. Rogers first, Mr. Masters second and an unknown third.

East and West End, Mr. Stewart first, Mr. Votar second and Mr. Geo. Swartz third.

South End, all first-class men, and treat the boys fine.

Over in depot Mr. Chas. Dunaway, manager Western Union, and Mr. H. H. Coombs, agent. Plenty of work here.

Down in yard office Opr. Harvey, days, and Opr. McClurg, nights, vice Opr. Hadley, resigned on account of leaving the service.

J. B. Cromer still bills out wood, etc., at Rantoul, Kan. He is father of Dispatcher Cromer, of Sedalia, Mo.

J. Scott, agent at Ottawa, Kan., makes the A. T. & S. F. agent hunt his hole, while his brother, Joe Scott, does the wire work and one hundred other things, and Robinson, clerk, is kept busy checking freight, etc.

J. M. Sturn, agent at Pomona, Kan., was off a few days lately on account of attending court for the company at Leavenworth, Kan. He was relieved by Agent C. B. Kyle, who was checked out of Quenemo, Kan., and is now in charge of Marquette (Kan.) station, on S. V. Division.

C. S. Miller, late night operator at Lane, Kan., is agent at Lomax, Kan., and his night operator is a Mr. Dorsey, late from Northern Pacific, who relieved Opr. C. D. Cramer, who left the service.

At Vassar, Kan., E. S. McNeil holds forth. He says he has no use for the O. R. T., but still he draws about \$10 overtime per month. How is this for gall?

A. L. Miller is wearing the agent's cap at Lyndon, Kan. He seems to be satisfied.

Osage City, Kan., one of the heaviest stations on this Division, is handled by A. C. Corley, agent, who is known all through that vicinity as the "Missouri Pacific poet." He is also a well-known singer, and it is well worth your time and money to come 20 miles to hear him sing "Pomona."

M. J. Maurice is day operator and clerk. He laid off two weeks in October and attended the convention as a visitor, and reports having a fine time. He was relieved by Opr. F. C. Murphy, late nights, at Arlington, Colo., on Pueblo Division. Murphy went to LeRoy, Kan., from Osage City. J. F. Jones is the night man, and is fact becoming the most popular young man among the ladies. Ask him about that wedding he attended lately.

W. H. Long, alias "Colorado Bill," is kept on the move at Miller, Kan., on account of the sheep feeding there previous to going to market. He resumed duty in October, after spending a month or so in Colorado with Mrs. Long, visiting his folks. They report having a fine time.

J. G. Schreiber bills out stone at Bushong, Kan. He is away on a leave of absence now, and was relieved by Opr. R. A. Shipman, late from C. & P. Ry. Co., in Nebraska. Glad to say that Mr. Shipman will be a brother by the time this appears in print.

Wishing one and all a merry Xmas and a happy New Year, I remain,

ASST. SYS. COR.

Western Division, First District—

At Kansas City, "Kaw Bridge," we have Bro. Sullivan, days, and Bro. Hays, nights.

At Kansas City, Kan., we have Bro. Brusich, the veteran operator, days, and Bro. Beane doing the "owl act."

At Nearman, Kan., we find Sister Hequemburg, days, with Bro. Collins as night man.

At Leavenworth Junction, Kan., Bro. Williams throws the switches, days, while Bro. Mullenhour does likewise at night.

At Connor, Kan., Bro. Nelson is laying off, being relieved by Bro. Wilson of the block.

At Leavenworth, Kan., Bro. Coucier, days, and Bro. Chas. Smith, alias "Nick Carter," nights.

At Oak Mills, Kan., Sister Ann'e Quigley holds sway.

At Atchison, Kan., we meet Bros. Carmody, Akers, Johnson, Olson, Clapp, Overton, Daniels, Bullis, Gross and Cochran; also Dispatchers Ganaway, Robinson and Whitely, all very popular among the boys.

It is reported that "RO" has a fishing tackle which reaches over railroad tracks, street car lines, across an acre of willows to the Missouri River, thus enabling him to send orders and catch catfish at the same time. This is no fish yarn.

At Shannon, Kan., Bro. Duncan, days, and Mr. Spider Mattox, nights. Spider will be with us soon.

Next stop, Lancaster, Kan., Bro. Bloemberg, agent and operator.

We will now take water at Huron, and then stroll in and have a chat with Bro. Connor, agent and operator, and with Bro. Ross Jones, of Shannon, working nights, in the absence of Bro. Mathias, who is away on his "honeymoon."

Next, slow down at Willis, where Bro. Seal always greets you with a pleasant smile.

At Baker, Kan., the "old reliable," Jack Bowlin, can be found watching the weather, while night man, Bro. Repstine, has his eyes cast towards Horton.

At Hiawatha, Kan., Bro. McAdow, days, and Bro. Spencer, nights. Both hard workers.

At Padonia, Kan., Bro. Hurst has his shingle out.

At Reserve, Kan., Bro. Vance is daily scheming ways and means to beat the "Q." out of business.

At Fall City, Neb., Bro. Hunt, days; Bro. Tom Sanders, nights. Tom just returned from a thirty days' vacation in the wilds of "Old Missouri," and reports a nice time.

At Stella, Neb., Bro. "Dad" Hinds, agent and operator; Bro. Petty warms the chair, nights. It is said that Bro. Petty is on the fence. Marry the girl, "boy!"

At Howe, Neb., Bro. Bastine takes care of the station and bills the grain out.

At Verdon, Neb., Bro. Walker, agent and operator.

This district is exceedingly fortunate in having for local chairman Bro. Ray Clapp. Bro. Clapp is a man of few words, but is backed by indomitable will and tireless energy. Under his leadership this portion of the road has increased its O. R. T. prestige wonderfully. There is hardly a station to be found that the emblem of our organization is not conspicuous in. It is the duty of every brother to see that Bro. Clapp receives every assistance possible, and you can rely that he will discharge the duties of local chairman without a fear or favor.

"ZAG."

C. B., U. P., First District—

There have been quite a number of changes of late. I will endeavor to let some of the boys who have departed hence know who we have on this district at the present time.

At Farmington, Kan., Bro. Sebring, agent and operator.

At Effingham, Kan., Bro. Peacock, agent and operator. Mr. Jackson, nights.

Stonewall says in "Union there is strength," and that we must watch him pay day.

Muscotah, Kan., Bro. Dawson got up against the gun. Sorry to hear of his losing out, but "It's always darkest before dawn."

Whiting, Kan., Bro. Conkling, agent and operator. Bro. Shufflebarger, nights.

Netawaka, Kan., Bro. C. R. Tolliver, agent and operator.

Wetmore, Kan., Bro. Murray, agent and operator. "M" says that girl band is strictly out of sight.

Corning, Kan., Bro. Powers, agent and operator.

Centralia, Kan., Mr. Bradley, agent and operator. It's hoped that "Brad" may soon see the error of his way.

Vermillion, Kan., Bro. Nauman, agent and operator.

Vleitz, Kan., Bro. Cain, agent and operator.

Frankfort, Kan., Bro. Brien, agent and operator, with Bro. McQuinton, nights.

Irving, Kan., Mr. Pretz, agent and operator.

Blue Rapids, Kan., Bro. Wilcox, agent and operator.

Waterville, Kan., Bro. L. B. Sanders, ex-Local Chairman, agent and operator.

Barnes, Kan., Bro. Brooks, agent and operator. The stock dealers think that Bro. Brooks is the real thing.

Our genial Local Chairman, Bro. Clapp, was over the road a few weeks ago, en route to Concordia, in the interest of Bro. Dawson. All were glad to extend a hearty hand-shake, and would like to see his smiling countenance more often.

T. D. D.

Smokey Valley Division—

Following changes with the boys since last report:

Council Grove—Bro. Whitchurch off on vacation, account of poor health, relieved by Bro. Wooley, who was relieved by Bro. E. J. Hardy, Bro. Wooley going to Hoisington to work in the dispatcher's office as copy operator. Bro. Adams from nights to agent Wilseyville, vice Mr. Harris resigned. Mr. R. G. Bullard, from C., M., & St. P., relieved Bro. Dick Adams, nights. November 1st, Bro. Whitchurch returns as regular day manager, and Bro. Hardy, after a week in St. Louis, and visiting relatives, goes to Pueblo as night manager. Mr. Adams returns to Council Grove, nights, and Mr. Bullard to Gypsum City, nights.

Wilsey, Kan.—Ben Harris (and we are after him) resigned to go to the Can. Pac., but after reporting there for duty, finds that the old Mo. Pac. is about the best friend he has, and returns to Wilsey, after being away two weeks. Bro. Adams

who relieved him, returns to Council Grove as regular night manager.

Delavan, Kan.—New agent Hannan. Do not know how he stands.

Herington, Kan.—Hope, Dillon, Banner City, Carlos, the same old force.

Gypsum City, Kan.—So many changes that we can not keep track of them. However, the most important is "Opr. Grover got married," and when the writer saw him a few days ago, was looking "real well," and, of course, happy. S. E. Hale, agent, was away for three weeks, relieved by Opr. Eiken from Geneseo. Mr. Hale was given a regular day, Opr. Mr. Grover getting place, Mr. Bullard, nights. Think they are all Nons, but will be in line and start the new year off right.

Salina, Kan., Mr. Foutz resigned as day operator, relieved by Mr. Fritz, who was cashier.

No changes at Smolan or Falun, Kan.

Lindsborg, Kan., Horton agent has a new operator (do not know his name), Opr. Baker having been checked in as agent Bushton.

Marquette, Kan., Mr. Bybee, agent, resigned to go to Oklahoma in business for himself, relieved by Bro. Fairleigh from Bushton, Kan. Glad to see you get it, "F."

Langley, Kan., no change, Mr. Fowler still burning fire guards.

Geneseo, Kan., Bro. Johnson still agent. Bro. Johnson, operator days, away on vacation for six months, relieved by Opr. Eiken. Do not know night operator's name; new man.

Frederick, Kan., no change. Agent Edwards still O. Ks. "ED."

Bushton, Kan., Bro. Fairleigh off on sick list, but turned up O. K. again. Relieved by agent Baker, operator at Lindsborg. Baker back to Lindsborg.

Claffin, Kan., Mell Cummings a good O. R. T., still agent of one of the best paying stations on the division. Good many changes in operators there. At present, Mr. Walker and man who signs "HA" are doing the work.

Hoisington, Kan., agent Bowers, after a long service, has retired as agent to go into business for himself, relieved by Mr. Strange, agent La Crosse, Kan. We wish you all the luck in the world, "B."

CERT. 932.

Seaboard Air Line Railway.

Savannah-Jacksonville District—

The supplement to THE TELEGRAPHER has been received and read with a great deal of interest by all.

The proposition to establish a System Division on this system meets with universal favor, and we hope to see it established at once, as this will place us in an excellent position, and after it has been in operation thirty days, if every member does his duty, the nons will be few and far between. Ocala Division, which is the only local division on the line, has indorsed the plan and voted to transfer its membership to the new System Division.

The plan of System Division is one specially adapted to bringing about thorough organization, and each and every member should set to work at once with a view of securing the petition for membership of any non-member that may be located in his territory. Div. Cor.

AN ACKNOWLEDGEMENT.

RALEIGH, N. C., August 29, 1901.

W. C. Mason, Esq., F. P. Ford, Esq., Bluefield, W. Va.:

Dear Sirs—Found your letter and token of remembrance at Raleigh on my return of several days' absence on the road, hence the delay in acknowledging receipt thereof.

I wish to thank and assure you that both the token and good feeling and wishes expressed in your letter are appreciated, and while I wear this token I shall always remember the Poca Division employes for their good service rendered to the company, and the support given me during the many years of service.

Again assuring you of their appreciation, I remain,

Yours very truly,

E. E. WINTERS.

Illinois Central Railroad.

Louisville Division—

In the last number of THE TELEGRAPHER I noted that the I. C. is not represented except by the Fulton District. Boys, where are your goose quills? I was expecting to see our division flying her colors when October number appeared, and for fear I am disappointed again in November number, I will just try my hand, though sorry to say I am not acquainted with the whole division, and mistakes will be looked upon as a lack of knowledge rather than interest.

Chief Dispatcher's office has recently been moved from a suburban office to Union Depot, and several changes made of which I am not yet fully aware.

Understand Bro. Crawford has a better offer and left us. Sorry to see you go, "CN."

Agent Cook recently vacated agency at Vine Grove, and went south. M. J. P. Van Meter, former joint agent at Nortonville, takes Vine Grove.

We hear Sister Cecil, agent Fordsville, has resigned to accept position in her father's store. Bro. Rains, agent Deanfield, is tipped for Fordsville.

Agent Gray, Hoorse Branch, is soon to be transferred to Kuttawa.

Bro. Goldsmith, at present agent at McHenry, will succeed Mr. Gray at Horse Branch. Bro. J. O. Cecil, extra operator has been doing the owl act at "BR" during the absence of Bro. Gentry, regular man.

Bro. Langley, extra agent, is at present holding down Leitchfield, in absence of agent Sloan. We understand Bro. Langley goes to "RO." Am unable to say whether permanent or not.

Bro. W. B. Nusz, our genial lineman, spent Sunday at Cecilia, visiting his family.

As I am almost void of news, I will "draw down" for this time. Come forward, brothers, and let's get the news of our division each month. There are only about five men on division now out of the fold, and by this time next month let's hope there will not be one-fifth of one.

CERT. 6269.

Cairo District—

At East Cairo we find old man Ross sending the consists, regardless of train orders or anything else, and an unknown owl.

Wickliffe, we find Mr. Scott doing the role of a joint agent.

Ft. Jefferson, Mr. Hawthorne throwing the levers days, and Bro. Collins sleeping in the tower at night, occasionally taking an order for M. & O., and making an "OS" for "JXI."

Bardwell gives us a good subject in the person of Bro. John Tiffany, who is S. O. & D. to the hat.

Arlington, Bro. House represents the I. C. Ry., Am. Ex. Co., and W. U. Tel. Co. here, also has Star Route mail contract (about two blocks). "H," you must look after our dear friend, Mrs. Shane, who we "13" is at home sick. "WN" is one of our best. She always has a pleasant O. R. T. word for every member.

Clinton, Mr. L. O. Bradford is our very clever agent, but hasn't time to join the O. R. T. Think we can arrange to have some good man go up to "CN" and rest you for awhile, "BD," and let you jine! Do not know day nor night "Ousers." Think day man O. R. T.

Alexandria, Mr. W. T. Gastins is smiling at the passing passenger train and looking wise. Come across. We'll help you build that house.

Fulton—This is the end of double track, and where all troubles are adjusted and time checks are issued. Our acting chief dispatcher has a pen that won't write anything but a time check. It's his favorite quill, too.

In "HF" office we have O. F. Meek, first trick, J. A. Young, second, and T. E. Rafferty third, and the best and most agreeable set of dispatchers that your humble servant ever worked under.

Across the table we see ex-Bro. L. E. Aldrege and Mr. Stoker, knights of the copy book. "D," by all means you should get one of our new cards, and make mention of the fact to your brother (in position).

Looks like Manager Allen would smilingly whisper "O. R. T." to those nons around there.

Our dear friend and Chief is Acting Train Master (B. B. Jones), Cairo District, account Train Master E. P. Russell's ill health, whom we hope will soon be up and with us again.

At the ticket office we see Mr. L. S. Phillips with a guide in one hand and pencil in the other, figuring rates and routes for some point not known to the civilized world, and timidly trying to get funny to some squalling youth, whose mother has boldly planted it on the ticket counter to "See the purties, and hear that thing tickin'."

Change your colors. Get one branded O. R. T., and get one of the new cards to show the kids. Show your colors; they like 'em, and not only the kids, their parents know a good thing.

At night we see the familiar face of Bro. A. N. Stroud at the ticket window.

To "HF"—Anything for O. R. T. Spl. sth? No! Tell him to stop at all tel. ofs., "HF."

McConnell, with Mr. A. W. Mitchell soliciting business from his station, and watching the company coal for the chute. "M," are you too old to join the O. R. T.? Ask you son, Arthur B., your night operator. He will gladly give you any information you may wish on the subject. "AB," tell the old man of our insurance.

Martin, Mr. B. M. Poynter is still exchanging paper for coin for the I. C. & N. C., St. L. through the ticket window and answering a few calls for Mr. Hanes.

Sharon, Bro. E. E. Baxter's familiar fist is heard 7 a. m. till 7 p. m., and his pew in the little church is never vacant Sundays.

Greenfield—Now just watch us! There's the agent, Bro. L. R. Pettigrew, that's good; the day operator, Bro. B. W. Akin, that's gooder; dars de potar; no, he quit, didn't he, "BW," 'cause he couldn't jine.

Russell, Mr. H. F. Wilson; we don't care if you do decide to take out about a thousand dollars' insurance, and carry one of our small O. R. T. cards in your vest? Consider the matter, and phone me, or any old O. R. T. man.

Milan, Mr. O. F. Cantwell, the L. & N. say you are a good operator; the I. C. says more for you than that. They say you are a good operator and a good ticket agent. Well, the O. R. T. hasn't said anything against you, only you haven't made any inquiries about them lately.

Medina—Good morning, Bro. E. L. Mathias! You are a little new on our district, but we know you real well. We are glad to have you with us, and will assign a few extra duties to you now before we let you rest. Say, "M," can you come back down to the office after supper to-night, and call me up? But while we are talking, I'll tell you partly what I want. Please ask your night operator, Miss Maude Shelton, if she will accept a present from me? If she says yes, you let me know, and I will send them on No. 2423 or some fast train. It's some application blanks for her exclusive use.

To "HF"—O. R. T. Spl. ready to go. 5? "MD," No! Tell him to hurry, brothers "AN" and the other boys are holding connection for him. "HF," OK? M? MD. Condr. — will take Spl. sth. (Sig.) Dixie, Condr. Cairo Dist.

CERT. 6177.

Fulton District Tennessee Division—

As I have been requested to give a few notes on the situation in this part of the world, my efforts will now be devoted to that end. As this is my debut in this line of work, I feel confident that a shower of the ancient stock of eggs will greet the arrival of this, but, boys, make the delivery as easily as possible.

At the present writing we find (thanks to the noble organization) a prevailing scarcity of operators such as was never before known in these parts, and though it is making vacations almost an impossibility, we welcome this state of affairs, for it is proof beyond question to the "Nons and the doubtfuls" that the O. R. T., after passing successfully through a series of disasters appalling enough to make even the strongest-hearted almost give up in despair, is now in the ascendant, and is rapidly soaring "onward and upward" to reap its just rewards. Success will surely come to any who stand up for justice, and make the fight that has been made by that band of Spartans under the wise leadership of the "Grand Old Man," H. B. Perham.

Now is the time, boys; let's stand by the President and work as we have never done before, and victory will perch upon our banners.

We regret to leave the Paducah "SA" and "AY" out as we travel down the pike, but have not had the opportunity of a meeting, though am confident the "Order" signal is brightly burning at both places.

As we start down the line of old Kentucky homes, we find Mr. E. E. Tosh as the owl at Boas. Fall into line, my boy, if not in; you will never have cause for regret.

Next, in the same position at Mayfield, is Mr. A. B. Galloway.

Bro. W. L. Williams does the "ISng" at Water Valley, and his "PA," nights.

Fulton, "FU," is a stronghold. Bros. Allen and S. Smith up-to-date. Ex-Bros. Bowen and R. Smith, both true, good boys, though somewhat in arrears, will be at the head of the procession, displaying the proper colors at the dawn of the New Year. Mr. Marsh, in same office, still in the cold, but we will have him, never fear. Come, "CA," now is the accepted time; be a man.

In "HF," dispatcher's office, a staunch representative, in the person of Bro. R. E. Farmer, copying, looks after the interests at night. Mr. Brooks, days, so far held aloof, but he has been shown, and will be in line. "Big One," we will tender you a warm reception. Dispatchers Neal, Bennett and Flaherty are a set of gentlemen, and we regret to leave them, but will pass down the line to the thriving little city of Pierce, in sunny Tennessee, where we find Bro. W. B. Rowe, night, and Bro. Crider wears the cap.

Paducah Junction has C. N. Starkey, days, T. W. French, nights. Both promises. The sooner you come, boys, the better for all.

Rivers, Bro. Panabaker, days, Mr. Clemmons, night, who will soon be one "of 'em." Guy, don't let him rest.

Obion, next, has a true knight of the key in the person of Bro. Ganoway, who is a terror to the "non." John, see that the day man is well up in line.

Newbern presents an indestructible wall, with Bros. Haines and Weaks eternally vigilant. Our interests will not suffer there.

As another brother, better acquainted than I, has kindly consented to take the run from here to North Yard, I will cut out here.

A great many names appearing herein are not classed as brothers, as I have not had the pleasure of meeting with them to ascertain just how they stand, though I am confident there are a number of them right up-to-date, and without doubt many more who will be before the New Year is ushered in.

My apologies are extended to numerous brothers, now working days, also to the agents whose names fail to appear herein, as I am on the "owl" list, and never hear them. However, I am glad that the office and gang of Hams and Halls are out of my reach, as the "Col." would never recover from the shock. Brothers down the line do justice to them, and no doubt you will.

Well, as "good old Flaherty" has started his 9s, I will close with my best wishes to one and all, and a Merry Xmas and Happy New Year.

CERT. 79, of Division 2.

Commencing where our brother up the line left off, we find that Bro. Thomas, at Trimble, has been omitted.

At Dyersburg, we find Bro. Paris doing a flourishing business for the Postal Tel. Co., while at the I. C. Depot we find Bros. Herring and Weimer handling the keys, with Bro. Pierce in the warehouse.

We are very sorry to have to pass the little city of Halls, but we can find nothing there but a pair of "nons."

At Gates we find our friend and Brother Boone still holding things down in the proper way, while at Curve we find ex-Bro. Kernoodle, who has promised to "Come again." Bro. Sellars, nights. Tom, brink Luke to the front.

At Ripley we find Bro. Whitis doing the "owl" act, with a couple of "nons" "slinging ink" and "pounding brass" during the day. Get after them, "W," and show them the right way.

Next we find Covington solid as a brick wall, with Bros. Lynch and White days, and Bro. Dugan cat-napping at night.

On down the line we find Bro. Wilhite wrestling with himself to keep awake, while a "non" wears the brass buttons during the day.

At Millington we find Bro. Wheatly, days, with an "unknown" nights.

Further down we find "CG," Memphis, solid, with Bro. McKinzie, days, and Bro. King, nights.

At "YD," Memphis, we find Bro. Winston still holding down the day trick, with a "non" on nights.

Last, we find "GO," Memphis, with all new men, and unknown to us, with the exception of our friend, "Q," who is a "promise."

Now, boys, there is work for us all, so let's get down to business and show our appreciation for our new President by getting all the "nons" that come our way, and give him all the assistance that we possibly can to make the O. R. T. one of the best and strongest of Orders.

Well, I suppose I will have to give this up until another time, as I hear "HF" making the relay and sounder dance a jig with my call.

With a Merry Xmas to one and all.

CERT. 4498.

Centralia District—

I have not noticed anything in THE TELEGRAPHER from this district yet. Surely we have some good brothers. Let's take a run over the line and see.

At Central City we find Bro. Zetschie, days, and Opr. DeBelle, nights. "CD" says will give us the glad hand soon.

At Centralia we find H. S. Stout as manager and wire chief. Oprs. Mark, Stout, and Robinson, days, and Lakerman, nights. Understand one or more are in line.

Irvington, Bro. Zimmerman, nights.

Richview, the School of Telegraphy, we find Agent Harkness, who succeeded Uncle Bob, who shows the boys how to make dots and dashes, and sends specials to the Globe.

At Ashley, we get the glad hand from Bros. Brown and Tweedy.

Bois is next in line, with Bro. Rice as agent and operator. A good fellow, too.

Tamaroa we meet Bros. Huntington and Blanchard.

St. Johns, Mr. Keown, bills out the salt. Too busy to get in line.

DuQuoin, we are greeted by Mr. Ed. Howell, manager, and Bros. Stearns, days, and Bro. Tankersley, nights, with nothing to do but copy and adjust the repeaters.

Elkville, Frank Edwards, agent, who will join the ranks soon.

Hallidayboro, two of a kind, Bro. Duncan, agent, who bills out the coal, an all round good fellow and hard to beat, with the pen, Bro. Walker, nights, who copies and tries to keep clean.

De Soto, we meet our representative, Bro. Mercer, as agent, who is always on hand. Bro. Smith, nights, who knows a good thing when he sees it.

North Yard office, Opr. Kelly, days, and Bro. Braden, nights.

Tower "CT," Opr. Phelps, days, with a promise to join us pay day, and Bro. Brown, night, who is a ladies' man for true.

Dispatcher's office, Mr. Allen and Page, chief dispatchers; West, Barnhouse, Gray, Sheppard, Campbell and Neeley, dispatchers; Oprs. Hayden and Brennon, days; Bro. Johnston and Opr. East, nights. Bro. Johnson says he will not be so lonely much longer.

"DA" office, we meet Mgr. Martin and Bro. Sloan, days, and Opr. Maybry, nights. "WS" says "DA" will be solid before long. If any one can win them over to the right side it is Bro. Sloan. He is a hustler and a sure winner with the ladies.

Next stop is Makanda, where we meet Bros. McKenzie and House, a pair that is hard to beat.

Cobden, Mr. Raymond, agent, and Mr. Green, operator.

Anna, Bro. Post, agent, Bro. Shannon, day operator, Opr. Hargrave, nights. Will be solid O. R. T. in short time.

Balcom, Mr. C. W. Karraker, who can't give up his student.

Dongola, F. M. Karraker, agent, still out in the cold

Wetaug, Bro. Lindvall, agent; Opr. Reardon, nights.

Ullin, Bro. Crossman, agent.

Pulaski, Bro. O'Connell, agent.

Villa Ridge, Bro. A. Violet, agent and operator.

Mounds, we find a full house, with Genl. Chairman Dermody, manager; Bro. Chance, days; Bro. Lippard, nights; Bro. Freeman, split trick.

Bridge Jct., Dispatchers Wolsey and Bro. Mason. Don't know the other man.

Stone Depot, Cairo, Mr. Cox, operator.

"KT" office, Opr. Heath, night operator. Unknown; can't say how he stands.

This is a starter. Who will be the next?

The new cards are now out, and they are beauties. Come early, boys, to avoid the rush. Genl. Secretary and Treasurer, at Anna, will give all remittances prompt attention. Let's make this the banner division of the system.

CERT. 115.

Norfolk & Western Railway.*Radford Division—*

Well, boys, here I come, for the first time, with a few lines from our end of the road. I strained my eyes last month for some news from our Division, but all in vain; nothing there.

I do not see why there is not plenty of interesting news from our Division. We have plenty of good timber to work from. I have been thinking of adding a few words to our journal from some time, but hesitated in doing so, fearing I would be infringing on the rights of our worthy correspondent. But, seeing nothing from him last month, and believing he will appreciate a little relief, I offer same.

Things are very quiet on our Division at present, the thing that "nons" like, as they do not like to be bothered, or at least that is what suited me best when I was a "non." But, boys, do not allow yourself to be idle too long, for Xmas is close, and we want to give our Division a large Xmas box, and we want it to be filled with "nons."

We are glad to know that our Division is in a very good condition at present; the "nons" are very scarce, and most of them are new men, and they will not be that way long, as we think our organizer will get hold of them soon, and if they can get around him they are good ones, for I was a "non" myself not long ago, and he only made one or two passes at me till he had me.

But, boys, don't wait for him to call; put on your thinking cap and call on some of us boys for blanks, for it's your interest, as well as ours, for you to be in our grand and noble Order. If we do not protect ourselves it certainly is a plain case that we will receive no protection whatever.

Of course, you are aware it takes a little money to keep up this protection, and you should not stand back and make us pay for your protection and ours, too. You say you are in sympathy with us, and a union man from head to foot. If such be the case, come right along and back up your

words with your courage, and place your name on our list, and be one among us. We need you, and must have you before we can call our Division solid.

We are expecting some grand work done in the way of a new schedule soon, and the more names we get on our list the easier it will be to obtain a satisfactory settlement.

We used to be entertained by Mr. Gardner; also Mr. Smith, two worthy brothers, with the ability to furnish us valuable information from our Division, but they seem to have dropped out of it. Boys, wake up and come again. Let us hear from both of you. Suppose you line up our Division and let us see how it stands.

Hope to hear from some good brother in this issue, as well as in the next. CERT. 476.

Scioto Division—

It may be of interest to some of the fraternity to hear from the Tad-Pole again.

Our Division Correspondent has been "laying low" for some time past, but I think our Division deserves some recognition. We have some as good men as can be found, and there is no reason why we should be a back number.

We see articles from all other Divisions, but never anything from the "Tad." Wake up, boys! Cast aside this mediocrity, and show your appreciation of what the Order has done, and is still doing for us, by letting us hear from you sometimes.

Several changes have taken place during the past few months. The block system has been established on this Division, consequently several new offices have been opened, and a number of new men employed.

We are pleased to note that several who were "nons" and "profs." have recently united with the Order.

The best wishes and congratulations of the boys are extended to Bro. C. W. McCoppin, who was recently elected our Division Chairman. While we regret losing Bro. Davenport, who has filled this position admirably for some time past, yet we cannot but hope that our Division will be more prosperous in the future; that the members, under the impetus of Bro. McCoppin's influence and management, may achieve greater success, and that our Division may be one of the strongest links in the chain which the O. R. T. boys of the N. & W. have been so long forging, for a new schedule.

Glancing over the Division we find everything working smoothly.

At "M," Kenona yard, Oprs. Kick and Sult.

"BC," Buffalo Creek, Oprs. Hawks and Spriggs.

"DS," Lavalette, Bros. Davenport and Ritz.

"AD," Ardel, Mrs. Bowles, days, and Miss Hughes, nights.

"MI," Wagner, Oprs. Hunter and Terrill.

"CO," Coleman, Bros. Osborn, days, and Dillon, nights.

"GW," Radnor, Oprs. Brock and Sturgill.

"DW," Dunlow, Bros. Hardy and Bush.

"DN," Doane, Oprs. Seef and Gregóry.

"WI," Wilsondale, Oprs. Clardy, days, and Bowles, nights. "M" has a PEARL of great price. Ha!

"GU," Breeden, Oprs. Hardy, days, and Chisholm, nights. Both, we understand, have recently joined the Order, which, we sincerely hope, is true, for the putrid odor of the spoilt "hams" in process of formation there for the past few months has become offensive to the entire Division.

"UA," Traco, Oprs. Gentry and Montgomery.

At "HM," Dingle, we find Agent Watts and Oprs. Brabbin and Alford. Boys, there's good game to bag.

"DF," Hale, Oprs. Blancett and Palmer.

"CY," Canterbury, Opra. Ishmael and Rodgers.

"NS," Naugasuck, Opr. Hardy.

"OF," Nolan, Opr. Bowman, who we hear is making goo-goo eyes at Miss Watts, the pretty night operator.

"WN," Williamson, Bros. Stephenson and Vaughn.

The Christmas festivities will soon be here, and we heartily extend our best Xmas wishes to the fraternity, and hope every one will receive a full share of the good things Christmas may have in store for us. CERT. 444.

Winston Salem Division—

As I have not seen anything of what is known as the "Pumpkin Vine" lately, I will endeavor to write a short piece. As you will discover, I have never rubbed my back against a college wall, like my brother, "Southern Striker," nor was I raised in the Blue Grass section, like my Bro. "Mike," but was raised in what is known as Seed Tick and Huckleberry section.

Soon after I reached the age of manhood we were honored by a branch road of the Southern, and same was christened as the Seed Tick and Huckleberry Air Line.

So, from the above description of myself, I am sure you will not be disappointed, since you will expect nothing.

Now, as to the "Pumpkin Vine," we leave Roanoke with a good force of O. R. T. boys. Then we strike Starky; there you will find Bro. Ben always at his post. One whack gets him.

Now, pass over the Blue Ridge, and we find ourselves at Boone's Mill; here you will find Bro. Bob. He makes long "strides," but gets there just the same.

Next we find ourselves at Rocky Mount, a beautiful village of about six hundred. There you will find Mr. Custer, days, and Bro. Spielman, acting the "owl."

Now we pass by Waidesboro, but with a longing desire to stop.

Next we find ourselves at Ferrum. There you will find Bro. Lemons peering through his glasses, doing the needful. Bro. "X," if you have any more fights, I think it would be well to resurrect another "Pickles."

Now we will throw on brakes and roll down to Henry, "the tan-bark" town. There you will find Mr. Wheeler, agent and operator. He is not

over-burdened with surplus fat, but gets there like a "wheel-horse."

Next we are at Bassett. There you will find Bro. Burchfield, agent and operator. Bro. "R." is endowed with a good set of ears; like myself, he uses them, instead of raised sounders.

Now we are at what is known as Midway Station, Martinsville. There you will find Bro. "Q." days, and Bro. "O." nights, with Mr. Teague agent, to say nothing of the late installment of Mr. Townes as checking clerk, formerly assistant road master, who promises to be a red-hot O. R. T. man soon.

Now we pass over the summit and cross the Smith River, and we are at the "Magic City" of Ridgeway. Here you will find Bro. Atkins agent and operator. Bro. "Mike" is a good fellow, but he will fight. I would give you a description of this beautiful town, but fear I would find myself side-tracked on Depot street, so will pass on.

Now we leave the Mother State and pass over to the "Tarheel" State. First we stagger upon Price. There you will find Mr. Palmer agent and operator. Jim is sowing his "wild oats" now, but promises to join us soon and reap the "harvest."

Still driving, we roll up at Stoneville, with Mr. Hodgins agent and operator.

Passing on down the banks of the Mayo River, we are at the "Cotton Mill" town, Mayodan, with Mr. Barnes, days, and Mr. Dempster, nights. I "13" "D." has sent in his papers. We welcome you in.

Still we speed on, and we are at Madison. Here we find the "real thing," Bro. Teague as agent and operator, an ink slinger, like myself, and a "red-hot" O. R. T.

Passing on through the more smoother part of the vine we pass Pine Hill, with Mr. Fuqua agent and operator, and Walnut Cove, with Mr. Young agent and operator.

We will pass Miss Martha at Dennis with a wave.

Next is Walkertown, with Miss Lilly Dicks as agent and operator. She is our "Queen" O. R. T. on the vine, and one that we are proud of. Sister "D." have all your flowers faded?

Lastly we arrive at Winston-Salem, at present end of the vine, but indications are that the vine will be stretched to Waldsboro, N. C. At Winston-Salem we find Mr. Kearnes agent; Vaughn, Lineback, Helm and Gentry, days, and Mr. George acting the owl. Mr. George relieved Bro. Olive, who returned to Martinsville with a smile of satisfaction on his face, relieving Bro. Cox, who, we are sorry to say, has left the service, and has accepted a position with the Illinois Central. Bro. "C." we bid you "godspeed" and good luck.

What's wrong with the old S. V. Division?

"Come down, old man, you must come down!" We may be seedy and viney, and you can also add O. R. T'y.

"SPRINGHEELS."

Pocahontas Division (C. V. Extension.)

As this end of the line has been blank for some time, and trusting I am not "stepping" on any

one's toes, will endeavor to let it be known that there are a few of us left.

Bro. J. K. Turner, our organizer, has been doing great work. He has made this end of the pike nearly solid, and has done the same on all other divisions he has been on. If all the boys will help Bro. Turner in this work it won't take long to have everything in fine shape.

Now for a list of the men at Bluefield: Mr. L. H. Pettyplace, chief dispatcher; Mr. L. L. McIntyre, night chief; Mr. Geo. Woods, first; Mr. W. C. Venner, second; Mr. Houston, third; downstairs, Mr. O. M. Bray, manager; don't know the other boys.

At Graham, Bro. H. C. Calloway, days, who is a good worker; Mr. D. C. Burton, nights. "CY," can't you do anything with the old boy?

At Tip Top, our highest point, Bro. O. F. Boyd goes after things right.

At Bridge 1315, Bro. L. C. Dickenson looks forth from his "shanty."

At Tazewell we find a nice force. Bro. "Fatty" Miles, one of our oldest, is agent; Sister Nannie Hamilton ticket agent and taps the wire; at night Sister Lucy Clapp keeps the trains going along. "U," you had better come in now; don't you think it best?

At Pounding Mill, Bro. T. Smith, agent.

At Cedar Bluff, Bro. Hoffman drinks the blue sulphur water.

At Richlands, Bro. T. W. Zink is agent; a good boy, too. His sister, Miss W. Zink, watches after the trains at night. She has just joined us, and we are glad to welcome her to our Order.

At Swords Creek, commonly known as Butcher Knife," Bro. R. W. Wright keeps things on the move. He is just recently transferred from Virginia City.

At Honaker, Mr. Fry, relief agent, is doing the work. How is he, boys? If not one of us, we want to bring him in.

At Finney, Mr. T. F. Dickerson, agent, who has been fixed up. Bro. Henry Phumps does the "owl" act.

At Cleveland, Bro. G. W. Hardy, agent, has lots to do.

At Carterton, Bro. C. W. Kelly, agent. Bro. G. S. Owen, formerly agent, goes to Kiser Tunnel.

At Castlewood, another old man, Bro. A. Handy, handles the produce.

At St. Paul, another old one, too, Bro. W. C. Craig, who is a little behind. "C.," had you not better pay up? Mr. Carleton does the work at night; think he is having things shaped up.

At Virginia City, Mr. H. D. Miller, agent, who has sent in his papers.

At Coeburn, Bro. W. L. Baker keeps things moving around. "Bill" has lots to do. Bro. B. F. Parrish keeps one eye open at night.

At Toms Creek, Mr. W. S. Murphy, agent and yard master; Mr. Graham, days; Mr. Draper at night. Here something needs to be done.

At Tacoma, Mr. I. M. Bond, agent, who has sent the proper papers in; will be a full-fledged member soon.

The last place on the line, Norton, we find Mr. R. V. Phelan agent and yard master; Mr. A. F. Littz, ticket agent; Bro. E. H. Fields has a rushing time getting "31s" all day. Bro. Baker falls in the "hay" regular at 9 every night.

Now, this ends our pike. I trust some abler member will take this end in charge and let us see something every month from the C. V.

CERT. 342.

Grand Trunk Railroad.

To Members of G. T. R. R., System Div. No. 1—

I am pleased to be able to advise you of the good work that is being accomplished in the work of putting your Division in A1 shape, but, remember, boys, it is very discouraging the way some act in paying their dues. Out of the whole membership, there are about a dozen who have not yet paid up.

Bro. D. Campbell has been on the road constantly since the convention, and he is meeting with unlooked for success, being able to initiate those that could never before be persuaded to join the Order. There are a good many of you who are to-day working on the G. T. R. R. who have in the past twelve years witnessed the work of organizing this road some five or six times, and to-day it is necessary to do the same, and is there one member of our Division who can explain why this is?

It is very evident that in the past the G. T. R. R. telegraphers have been either worked half to death, or a great number of them seemingly are of the opinion that all that is necessary to do after securing a contract which gives them better working conditions, shorter hours, etc., is to just fold their arms and pay no more attention to their Division until all that was gained through a contract has been taken away from them; they are ready to again take up the hatchet and go to work.

Now, boys, do not allow your Division to go down again. Pay up your dues and assessments just as soon as they come due, and help those who are members of your General Committee win the fight. You have the very best men that work on the road as members of your committee, and they are not cheap men, and don't treat them in a cheap manner.

Are you not aware that it takes the best men on any system to make a successful committee, and to be able to talk to the management of any railroad in an intelligent way? You have that kind of men now on your committee, and it is your duty to treat them in a fair way. Don't expect them to fight your battles for nothing. The system is being organized now and the work is being done properly, and it is your duty to remain organized, in order to retain the gains made. Don't go to pieces again just as soon as you get something. Remain organized, and that is the only way you will be able to hold onto what you get.

The Order of Railroad Telegraphers is the only organization that will fight your battles for you.

It has laws, and really it would kill a saint, the way some do wiggle in order to get in the Order, without taking the insurance that is a part of the Order. They will pay twice as much in some other life insurance company or fraternal society to carry the same amount that our Order gives, but then they will kick. It seems to me that a man who will kick against taking out insurance in our Order, when the Order very likely has been the means of getting him a raise of a hundred dollars or more per year, is too stingy to put up the price, so the organization that helps him so nicely can exist. Why not come in the Order in its entirety and help to make the Order that raises your pay, shortens your hours of labor, and which gives you freedom, the best that is in the land? If you will do it, you will no doubt be in a much better financial shape to enjoy things of this life.

The convention has come and gone, and there is no doubt that the changes made in our grand officers have been the best that have been done for a number of years, and in Bros. Perham as President and Quick as Grand Secretary and Treasurer, we have the best that can be had. Let us do our part; they will do theirs, and you will see the O. R. T. prosper as it never has before.

In conclusion, I might say that Bro. Campbell is leaving the road solid to a man as he goes along. Now let every member be wide awake, and do not drop asleep again, and in a short time you will be enjoying the good things you have been looking for.

Fraternally,

D. L. SHAW,
A. G. S. & T.

Ninth District—

Our Third Vice-President, Bro. D. Campbell, struck the Northern Division a few days ago. Link by link he is leaving an unbroken chain behind. The boys say they have only been waiting for an opportunity to cast their lot with us. Have the correct amount ready, so there will be no time lost making change. He can fix you up while the train is waiting. This economy of time is of as much interest to you as to him.

Bro. Dart, of the relieving staff, has returned to his first love, the G. T. R. R. He appears to have very little use for Chicago Heights, on the C. & E. I. We understand he did the Pan, took in the sights of Chicago, worked two days for the above-named road, and then secured his former position on the G. T. R. R., and all in two weeks. Bro. D., of course, thought he would have no show on the Northern Division again, so applied to G. C. Jones for work, but, strange to say, he was wanted right back at his old job, and we are all pleased to have him with us again.

Until very recently, when an operator once left the service, he was given to understand he need never look again for work at the old stand. Note the great change that has taken place. For the first time in its history the Order of Railroad Telegraphers has the supply of telegraphers under its control.

During the recent Grand Division session more than twenty applications were handed into our convention hall from various railroad officials for \$50 per month operators, but not a man to be had. No man with an up-to-date O. R. T. card need apply in vain to the organization for a situation. Bro. Perham has placed upwards of 300 O. R. T. men in good positions during the current year.

There appears to be a universal feeling among the G. T. R. R. boys at last to try and place this system in a position that it may receive a few drops of the bountiful shower of blessings the O. R. T. has in store for the faithful.

It is to be hoped that every local chairman will feel his own personal responsibility in this matter, and if he cannot succeed in securing the results he would desire, he can, at least, have his field well cultivated and in a condition that will leave very little missionary work for Bro. Campbell.

We are glad to hear that Brakeman Healy, who was seriously injured a few weeks ago at Coldwater, is rapidly recovering.

Very few changes on the Division lately, but understand several are contemplated.

McM., late of "AU," turned up at St. Louis a few days after the close of the convention.

Bro. Bateman has returned to Millbrook, after getting things straightened up at Waubashene.

The convention at Ottawa on the 20th inst., called for the purpose of forming a Canadian Order of Railroad Employees, met with very poor success. We have very likely heard the last of this movement.

Now, brothers, let us one and all do our very best, and assist our genial Third Vice in the important work of making the Division one of the best in the Order. CARD 95.

Seventeenth District—

A few very enthusiastic members of the G. T. R. R. System Division No. 1 met in Sherwood Hall, London, on the evening of November 9th, and spent a few very profitable hours in discussing matters pertaining to the welfare of the G. T. R. R. telegraphers.

A lot of very important matters were thoroughly discussed by those present, and arrangements to carry on the important work of thoroughly organizing all of the telegraphers and employees in station work was completed.

Bro. D. Campbell, who was organizing on the Fifteenth District, took a run over to London to address the meeting, and was very enthusiastic over the way matters turned out at the late convention, which was held at St. Louis. He reports that his success in persuading the nons on the line to don the O. R. T. coat is really more than he expected; says everybody is willing to cast their lot with us. Let the good work go on, and we can assist Bro. Campbell a lot if we would only get at it. CARD 38.

Northern Division—

It is with great regret that we have to announce the death of Mr. C. J. Smith, dispatcher at Allan-

dale, who passed away at his home at Barrie, Ont., September 16th, aged only 29 years. He was an exceptionally bright railway man, and a sympathizer with the O. R. T. To the widow and children and friends we extend our heartfelt sympathy.

Bro. R. J. Cowan, agent at Novar, who has been seriously ill for some time, has sufficiently recovered to be able to visit friends. He expects to resume at an early date.

Mr. Maxwell, the lately appointed agent at Burks Falls, has been off, sick, for some time.

Bro. Tebo, of Emsdale, has been taking in the Buffalo show, with Niagara Falls as a side attraction.

Bro. Nicholson is again operator and ticket clerk at Orillia, having exchanged with Bro. Guthrie, who is "training" for dispatching duty at Lindsay.

Bro. C. W. LaRoy has returned hale and hearty from the St. Louis convention.

We understand Opr. McMillan has taken his departure from Waubashene. Have not heard where he expects to land up. Bro. Bateman, who for some months has been right hand man to Agent Cochrane, at Millbrook, is now at Waubashene. Opr. Roy at Millbrook. Opr. Harper at Lindsay, nights. Understand this job is such a cinch that an operator offered to take it at \$50 per month. Glad to say his offer has not been accepted.

Who took charge of the Duke and Duchess of York while on the G. T. Ry? Why, Superintendent Tiffin, of the Northern Division, be it known to Eastern, Middle and Western men, that when the management want a good man they come up among the "tall timber" of the Northern.

By the way, I am told that the decorations on the Twelfth District were "a sight to remember, sir." The day the Duke's train passed down, and the extravagance in dress shown by the boys was awful. It is said that at Orillia, Lady Mary Lygon very graciously sent her compliments to Bro. Nick.

While on a trip East your correspondent met several of the men of the Prince Edward Island Railway. I found them the most up-to-date lot of O. R. T. men I have ever been privileged to meet. O. R. T. is to them more than a matter of dollars and cents; they use the brotherhood part of it in the widest sense. I wish I could hire a special and take a lot of our small-souled "nons" down there (a few of the members might come along) and I would let them see O. R. T.ism as it should be. They have only two "nons" on the whole road, and I am positive they weren't born or bred on the Island, as they rear men down there. The prospects are that all of our dropped out members and many of the "nons" will fill in application forms as soon as an organizer can reach them.

My experience as an amateur organizer has been something of a failure so far as net results are concerned. I hope I may have at least troubled the consciences of those to whom I have written.

There is a great deal of talk about meetings, but under present conditions on the G. T. Ry. meetings are the privilege of very few. Let us try to get O. R. T. principles down as we should have them, then meetings will not be so necessary. If we would pay our dues promptly, take an intelligent interest in the management of the Order and keep abreast of the times by reading *THE TELEGRAPH* and kindred publication, that is about all that is required.

Let me say that our recently appointed assistant secretary and treasurer, D. L. Shaw, is proving himself to be a splendid worker, and the appointment was a very wise move on the part of our General Committee.

DISTRICT COR.

A FAREWELL PRESENTATION.

On Wednesday evening, October 30th, the many friends of Bro. D. Campbell, our popular Third Vice-President, at Dayton, Ont., being aware that he was about to remove from that city to Toronto, tendered him a farewell dinner and presented to him several valuable tokens of esteem.

The presentation and refreshments were had in the town hall, the Reeve, E. E. Dales, Esq., being master of ceremonies.

Mr. James Coram was introduced to present to Bro. Campbell an address on behalf of the Dayton band, of which Bro. Campbell has been the "mainspring" since its organization, and after reading the address Mr. Wesley Smith presented Bro. Campbell with a handsome gold locket on behalf of the band.

Drs. Lucy and Coram then presented him with a beautiful silver-headed cane on behalf of the Masonic Order.

Bro. Campbell made a feeling and appropriate reply, which was followed by several addresses by prominent citizens present, interspersed by music.

This was followed by refreshments, and a very pleasant time was had by all present.

C., H. & D. Ry.

C., H. & D. Div., No. 21, held its regular meeting in B. of L. E. Hall, 14 South Jefferson St., Dayton, Ohio, Wednesday evening, October 23, 1901.

Bro. Wenk was in the chair, and the general routine of business was gone over, and the balance of the evening was spent by Bro. Wenk giving a fine report of the proceedings of the convention, held in St. Louis, October 14th to 19th. Those who missed this meeting missed a very interesting talk regarding the advancement of our noble Order. All divisions were represented at this meeting, although it was not what it should be. Come, brothers, and shake your clothes, and attend these meetings.

The inducement of \$1 commission has brought in several new members. One brother has three new ones credited to his commission. See what you can do. There are a few left on all divisions.

Next meeting will be held in Dayton, about November 20th. Secure your passes and attend.

Every now and then you hear some brother say, what is the fee? So here you are: December, \$5.08; January, \$8.00; February, \$7.42; March, \$6.83; April, \$6.25; May, \$5.67; June, \$5.08.

GEN. COR.

Lima Division—

I notice there are two or three new arrivals on this division, and they should be looked after, and mail them application blanks. The following operators make up this division:

Oprs. Davis and Miller at Tippecanoe, O.

Oprs. Fox and Mortz, N. Dayton.

Oprs. Gerstmeier and Brown, Troy, O.

Oprs. Shine and Sullivan, Sidney, Ohio.

Oprs. Sullivan and Curtner, Anna, Ohio.

Opr. Hermert at Botkins, Ohio.

Oprs. Castner and Zint, Wapak, Ohio.

Oprs. Kemp, at Cridersville, O.

Pro. Sparling, of student fame, at Erie Jct.

Lima freight office, Opr. Odell.

Lima, dispatcher's office, Opr. Roe.

I think I have named all the operators on this division. As near as I can find out, all O. R. T. but three. Now, brothers, can't you convert them. Get their reasons. Maybe we have a remedy.

DIV. COR.

Wellston Division—

I will endeavor to line the boys up on this division, but find it's a very hard undertaking, as so many changes have been made in last two months that the boys are pretty well scattered out.

At East Dayton, McKibben and Hooper hang out.

Then comes Welch, at Lebanon Jct., with his little bonnet.

Chamberlain and Huffman hold out at Xenia, with Cox at the helm.

Jamestown, we have Taylor, the large man, with Gehring as "owl."

Allentown, Baughn looks after the grain.

DeBra and Cozad keep house at Milledgeville

Robeson answers "W," and "13" Toops acts as "owl."

Can't say who's at Fairview, but presume he is some good brother.

Henson handles the black diamond at Austin, and keeps the sand dry, with W. N. Near as agent, who keeps grocery here, with Goodrich, nights.

Smith, a very busy man at Frankfort.

Now comes Musselman, where you hear, now and then, "Opr. out. Send slow." Morrow, this is bad for you.

Chillicothe is manned by Cress.

N. & W. Crossing, Wagner, days, and Brown, nights. We "13" Brown has a student. Presume he will be answering up Brown's call, and Brown will be out.

Now comes Byres and West Jct. Can't say much about these boys, as I have never met them.

I came near forgetting Pendland, who keeps a high gauge at Washington tank.

Understand Patterson is doing business at Carlton.

Wellston, we find Oprs. Shields and Thomas.

Glen Roy, my last account, Adams and Enster were running this station.

Gallia Warnaka looks after the company business with Welch at Moulton.

If I have left out any of the boys, I am not held accountable, as I can't keep all under my hat.

Brothers, try and get into our next meeting. It will do you good. One night's sleep won't break your constitution up. Secure your passes and be on hand about November 20th.

Div. Cor.

Cincinnati Division—

There have been some changes made in Dayton. Barrett resigned telegraph department to enter the freight department as clerk to General Agent Paul Bushwaw. Went to "JR" on October 1st.

Opr. Farren goes to "DY" until Opr. Townsend, of Whitfield, can arrange to move and be checked out.

Oprs. Feicht and Grarner, days at "DE," with Grant and O'Neil, nights, with S. E. Brown as W. U. Opr. in Union Station.

There are a number of changes among the operators on joint track, but am unable to say what they are.

Mr. Owen Feicht, "OW," for years operator at "DE," is now train dispatcher for D. & U. Ry.

Opr. Hochstedler has left us. Is with the Vandalia. We miss you, "H."

Opr. Dailey is working on B. & O. at Belmont, Ohio.

Also Shank and Iden, old C., H. & D. boys, are over there. More money, I presume, causes these good brothers to leave us.

Wenk signs "N" at "KD." Glad to see you there. Opr. Trudley is on the sick list.

Kennedy looks funny working days.

Glendale has a lady operator, and her "hubby" works nights at Hamilton. That's a case of \$90 per month. Another telegraph "Trust."

Fisher worked at "CD" as relief operator, and is now busy at "V."

Bro. Smith says the \$5 increase will buy the baby a new doll.

Wagner, at "MG," holds out long. Must stand in at the Burg.

Heeland, at "MG," has a cap, but they all say he only wears it when trains are there. "HI," are you going to save it for a lifetime?

At Middletown, Pro. Crider, the small man from Heno.

Stenger, at Busenborn. What's up. Can't you explain?

Bartman at "J." Why don't you come to our meetings? Don't cost anything.

Birtall holds out at Glendale.

We often hear Christopher, at "KD," signing "CR."

Cartwright we "13" has left us, and is with D. S. at Detroit.

Craighton is Smith's side wheel; good team.

Glaney we find at Wyoming.

Hilbrecht, can't you get your neighbors application.

Hoover answers up at Winton Place.

Reed and Husted look nice with their caps. Sweeney gives them the "HA." XX.

Michigan Central Railway.

C. S. R. Division—

The September and November numbers of THE TELEGRAPHER were blanks as far as this Division was concerned. Evidently each correspondent was waiting for the other to speak, but the October issue presented an entirely different aspect. That is the way to hustle things along, boys, and let the outside world know that we are living, and still on the warpath. We have improved greatly during the past year, and we hope the benefits are close at hand.

Our Brother "Jim," in the October number, has followed a rather melancholy theme in his narration, but our officers have promised to do all, and more than hinted at by Brother "Jim" as what should be done.

Let us not be discouraged, as it takes time to do these things. Our officers are doing all they can, and we believe our hopes will soon be realized.

Patience is a great virtue, and is largely required in order to successfully maintain a standing in labor organizations. We hope our officers will do their best (and I know they will), to procure at least the promise of a hearing from the management before the year terminates, and the dues are again to be paid, and also appeal to those who are discontented to use a little "stick-to-it-iveness," and if the officers procure any encouraging concessions, next year's dues will pour into the treasury as smoothly and with as little coaxing as it takes to persuade water to flow down hill.

What laborer working for a dollar per day would not better his condition, if simply the asking would suffice? So why should we, working as telegraphers for an up-to-date company, not try to better ourselves? I think there is no class of employes working as many hours per year, with as much responsibility as is ours, who draw such small wages, and have so few rights. In our present condition we have practically nothing to say in the management of our own affairs. Often agents may be found in this office after hours, the result of an extra good day's business, when they should be in their homes, enjoying a few hours' rest.

Do they get paid for overtime, a stranger will ask? Yes, they have the satisfaction of keeping their work up, and avoiding correspondence from the various heads of departments, and nothing more. How many engineers will return to the yard after hours and switch cars for two or three hours for nothing, because things are in a slightly complicated condition, on account of an extra good day's freight business?

There are some offices on this division which, on some occasions, require the presence of Mr.

Operator from fourteen to fifteen hours per day, yet when an agent or "owl" asks our genial Superintendent for permission for his partner to work two or three hours for him, it is not granted, because the strain would be too great on the relieving operator. Also spares are often asked to work over twenty-four hours and "fish out" their meals as best the train service permits, or they are required to change places between which there is a day's journey, making a thirty-six hour trick.

Of course this is all right; they have no schedule. The trainmen are even paid half wage for riding along on passenger trains, providing it is on the company's business. These things are beneficial to the trainmen, and how did they get them? Simply by sending a committee before the officials to intercede in their behalf.

It is not because the company cannot afford to give us better terms that we do not get them. It is because we have never asked for anything, and how can we blame the officials when it is totally our own fault for not asking.

Let us make haste to procure a hearing from the management before we lose membership, as we all know that large membership is the "key note" in procuring a schedule, and the "key note" is quite audible at present, and if we get anything, the "nons," ashamed to benefit by the working of their fellow telegraphers, will readily join, and we will become solid.

So, hurrah, boys, and cheer our leaders along, that they will press for a hearing quickly, knowing that victory must be certain.

Let some brother represent us in next month's TELEGRAPHER to make an existence apparent. We hope that great things will come to pass before that date.

JACK FROST.

Niagara Falls, Div. No. 16.

THE TELEGRAPHER for November, and also the supplement thereto, containing the doings of the Grand Convention, have both been received, and they contain much interesting reading. I have not yet, however, got through both, but I must congratulate our delegate on the prominent part he took, as he was quite in evidence all through, and especially on committee, but I looked in vain for his photo among the rest that were reproduced in THE TELEGRAPHER. Hope he will do better next time, and furnish one for that purpose.

Things are moving along here very nicely. Some changes are being made occasionally, Dufferin having been closed, and our old friend Kellior, who was agent there has been transferred to Edwards, a new telegraph office that has only recently been opened, between Cayuga and Canfield, D. J. McAlpine going from there to St. Clair Junc., nights.

We also have a new Assistant Division Superintendent, in the person of W. S. Kinnear, who was formerly Assistant Civil Engineer.

The Pan-American having closed, we have not now so many express trains running, although only two were taken off, but a number of crews that were running on the T. H. & B. are back here on freight.

Have lately had letters from our old-time friends, Knisely and Moore, who are now located in Montana. They are well satisfied with their situations. So well, in fact, that they say nothing on the M. C. R. would tempt them to come back, wages being much better there without any of the "Red Tape" which characterizes similar situations here in the East. Our "schedule" has been presented to this company, and they now have it under consideration, and I trust that in my next I may be able to announce that it has been accepted, if not in its entirety, with few modifications.

I should not forget to mention another old-time friend, J. S. Ryan, who was an operator on the M. C. R. R., but afterwards located on the T. H. & B. He also writes from the Western States that he, too, is enjoying the fruits of better wages, with a company that treats him better than the Am. Exp. Co. did here.

I am glad to know that a number have paid up their back dues since I last wrote. I had to make a little complaint then, but hope before another month rolls round, that all will have squared their accounts with the Secretary and Treasurer at Niagara Falls, Ont., and with our newly elected Grand Secretaray and Treasurer, L. W. Quick, St. Louis, Mo., for their monthly insurance assessments. This is an important matter, and I trust all will see the necessity of remitting at once, as the money is needed to defray our committees expenses. Div. Cor.

On Saturday, November 9th, a special meeting of this division was held at Niagara Falls, Ont., for the purpose of discussing the proposed schedule, and also to meet our new President, Bro. Perham. The meeting was held in the parlors of the Hotel Savoy, and there was a very good attendance considering the difficulty in getting relief. All matters in relation to the schedule were gone over, and much enthusiasm was manifested.

It is quite evident that the Order is going to prosper as it never did before, because we now have a good business man at our head, who has had a life-time of experience in railroad work, knows how to handle difficult negotiations, and will make sure that the telegraphers go ahead instead of coming to a standstill, as they have been doing for some time past.

There is no good reason why the telegraphers cannot get as good treatment from their employers as any other class, and the main thing is to get into the right position to ask for it. Fortunately we have arrived at that stage of development, and better times are at hand. It is not only a few dollars increase per month that we are after especially, although that is badly needed, but to place ourselves in position to permanently better ourselves. It will take the telegraphers as long to work the miracle as it has the other classes, perhaps, but we ought to be gratified to know that it can, and as far as we are concerned, will be done.

When this appears in print, the General Committee will be in conference with the officials, or

the schedule will have been agreed upon, and the members of the committee returned to their homes.

The officers of the company will never have cause to regret that they did the right thing by their telegraphers, for the service will improve, and the revenues increase as it always does from the very nature of things.

JIM.

Baltimore & Ohio Ry.

What profit it a man should he gain the whole world and lose his own soul?

The night man smiled dollar smile,
And made up his bed at nine;
Says he, of all the snaps I've struck,
There is nothing that's half as fine
As the Hall signal that's on this line,
And we boys are having our fling,
The paddles just work away alone,
And we don't do a solitary thing.

No more waiting for "Forty-six,"

The old Terror of every night,
'Cause the engineer always stopped and said,
I didn't see it change from red to white.
We always thought God built him wrong;
He must have been put up in France.
Like the man who flies around the Eiffel Tower,
We believe he was generally in a trance.

No more can Heard stop three each eve;
No more can Wolf plug two;
They fly right by on their own accord,
We hams have nothing to do.
Darby is closed, Carpenter will go;
Locust street is one man short.
The relief played out on the upper end;
There is little to do but sport.

In six days God created the earth,
On the seventh He rested all day,
The officials claim there were no railroads then,
Or He'd had no time for play.
They can ride to church on Royal Blues;
We can watch them go flying by,
But I doubt in the end, when the Judgment day comes,
If they carry their profits on high.

Lazarus tried to send them word,
But he told them it was too late.
They can make their dividends here below,
But they'll leave them at the gate.
In the ages to come they'll have time to think
Of their seven days worked railroad men,
And they'll be the ones to petition
That they be given relief days then.

The Commandment says the seventh day is mine.
The officials dispute His law;
They claim we operators have no souls,
And they hold us in their paw.
Wait till the angels of Death come near;
They'll find out the truth too late;
They may take us along on the downward trip,
But, like Jones, they'll pay the freight.

CERT. 74.

M. R. Division—

Every month I've been looking for some news from our boys on the M. R. Division of the B. & O., but am always sadly disappointed. I guess everybody is frozen under, so I'll try and break the ice for you.

One of our brothers is running third trick at "DE," but his name is unknown.

Hello, "HG" Bro. Berry is at "JC," days, and Bettis, nights.

The two new men at "JN" are unknown.

Faulkner brothers are at "MG;" R. E. Faulkner, days, and E. G. Faulkner, nights. They are from the Southern. "13" E. G. Faulkner is going to leave us soon.

Our friend Ball is at "HD" as agent and operator.

Thomas as agent and operator at "NI," days, and Bro. Wilson, nights.

The agent and operator at "HN" is unknown.

Bro. Bartlett is agent and operator at "SY" and Miss Cunningham doing the owl trick.

Two good brothers at "J;" Cook, days, and Martin, nights. "J" is quite warm, ain't it, boys?

This is all for this time, and if this pleases you, I'll try it again, when news is more plentiful.

CERT. 128.

Philadelphia, Pa., Div. No. 30.

At our last regular Division meeting the members present had the pleasure of meeting with our new President, Bro. H. B. Perham.

After the Division was opened in regular form, with Bro. E. T. Seibert in the chair, the courtesy of this office was handed over to Bro. Perham.

A considerable number less than the usual attendance was present, only about fifteen turning out.

The appearance of Bro. Perham was something of a surprise, and had Philadelphia only received a few hours' notice, a "full house" would have been guaranteed.

The President promised, however, to call again in about a month or six weeks, this last visit being unexpected by himself until just a few hours before arrival at Philadelphia.

Other of our visiting brothers present were A. J. Boland, Division 85; J. Campbell, Division 74, and J. H. McConnell, Division 4.

A committee of three was appointed to investigate delinquents in the M. B. D., in accordance with communication from office of the G. S. & T.

An invitation was extended by Quaker City Division, No. 204, O. R. C., to attend their ball in this city on the 22d inst. (November).

A circular letter from the I. A. of A. M. M., Toledo, O., relative to the disgraceful action of the Davis Sewing Machine Co. and the Computing Scale Company, of Dayton, O., towards their employees.

In consequence of these two firms being placed on the "unfair" list by the Allied Metal Mechanics, a committee of three was appointed by this Division to use their best efforts with the firms in this city handling such product.

The new By-Laws, as approved by the President and the Grand Secretary and Treasurer, were referred to the Division.

The same was passed upon favorably, with the exception of Article 14, Sections 1 and 2, the President recommending a revised construction on those sections.

They were ordered back to the By-Laws Committee, they (the committee) to report at next meeting.

Communication and papers from the Trades and Labor Council of Vallejo, Cal., relative to naval construction work to be handled by the government, brought before the Division, with the result that resolutions were adopted recommending that more of such work than at present turn out by the government be constructed, instead of by individuals or private contractors.

Copies of the resolutions were ordered forwarded to the Secretary of the Navy, United States Senators and members of Congress.

The committee appointed to investigate on Co-Operative Laundry Company plan suggested, reported progress.

The Cubanola cigar question was thoroughly aired by members present, and circulars passed around for proper distribution. The Cubanola is the worst kind of "unfair" labor; in fact, made by children. Smokers, beware! Do not smoke it. It is on the unfair list, and is made by the same firm as the George W. Childs cigar. Both brands are on the unfair list.

After a number of encouraging remarks by Bro. Perham, the Division adjourned at 11:45 P. M.

Notes—Philadelphia and Vicinity—

L. K. Marr is a delegate elected at last session of the Grand Division, and will attend the coming convention of the American Federation of Labor at Scranton, Pa., in December.

Old "Darby," of West Philadelphia, who uses for a "sine" the abbreviation for District of Columbia, is seriously thinking of starting in a new business. The latest that we have heard is, that while he was standing in front of a peanut stand, a little child, mistaking him for the owner, asked him to sell her a bag of peanuts. It is not recorded whether he acquiesced or not.

The Fortieth Street Station has been closed and abandoned by the P. R. R. on the 24th of last month (November). This to make way for extensive improvements going on in that vicinity—a new tunnel connecting with the "NY" Division, at Zoo Station, and the new elevated incline beginning at that point (Fortieth street) to west of Fifty-second street.

The ticket examiners at Fortieth street are now located at Fifty-second Street Station, with shorter hours. Travel being very heavy at that point, "Neighbor" Reilly O'Donnell got the first trick. Reilly is an old-time passenger conductor.

Bro. W. E. Hoopes is still at his home, where his father is seriously ill.

Bro. J. A. Donohue holds down the station master's office at "PX," nights, but it is rumored that

Jim won't always work the last trick. There seems to be something better ahead, but he says mum's the word.

Bro. J. K. Osmond is holding down "K," Thirty-third Street Tower, 3 to 11, for balance of year.

Bro. Sam Buckley seems to have a cinch on the middle at "A" Tower. It seems like a regular job for him next year, also.

All the levermen at "A" have been making time and half time for the past 30 or 40 days.

It's remarkable the number of "gunners" on our E. R. R. They ALL claim to be crack shots, too.

Bro. Howard Brown, "PX," just returned from his vacation. Bro. H. and Mrs. Brown rested at their home at Williamsport, Pa.

WANTED—Information of whereabouts of Bro. H. M. Rex, formerly of Trenton, N. J. Please address Secretary and Treasurer, Philadelphia, Division No. 30.

PAT SNOWIS, Div. Cor.

Pennsylvania Railroad.

The General Committee of the P. R. R. held an all-day session at the Windsor Hotel, in Philadelphia, on November 17th. This was the second biennial session of the General Committee, and nearly every Division on the System east of Pittsburg was represented by its local chairman. Bro. Marr, our general chairman, read a report, giving an interesting account of what had been accomplished during the past year.

Bro. Perham, our able President, being in the city, was present, and gave us a very interesting talk, as well as rendering valuable assistance during our deliberations.

The election of officers for the ensuing year resulted: L. K. Marr, P. T. Division, Philadelphia (re-elected) general chairman; J. I. Klingenger, P. & E., Sunbury, Pa., vice-chairman; G. A. Richardson, P. S. V. Division, Oakes, Pa., general secretary and treasurer.

Div. Cor.

Pittsburg Division—

At this writing the following operators were lined up on the Pittsburg end of the Pennsylvania:

"UF," Fourteenth street, Donahue, days, with Watson, nights. "CN" says he will be with us in a few weeks.

"BU," Seventeenth street, Bro. Hiller, days, with Bro. Hammond, nights. "HS" says they won't make a yard man out of him. Bro. Daniels is away on his vacation. Hope you are having a good time, "DX." Buffalo Bill Murphy, who rode the goat in October, says he is through with "BU" when Daniels returns.

"DG," Twenty-fourth street, a new office, opened up a few days ago, on account of the improvements being made in the Pittsburg yards, and is in control of Corothers, days, and Wiley, an ex-member, at night.

"VT," Twenty-eighth street, Miss Murdoch and W. H. Fisher; not acquainted with the new man.

"CM," East Liberty; Stanley, first; Clinger, second; Tarnor working third, while Zentmier is enjoying a three weeks' vacation. "BX" says he will be with us soon. Well, line up, old boy, don't stand out in the cold.

"WK," Wilkinsburg, we find Glenn, first; Rothrock, second, and Amend, third—three very warm members.

"N," Brinton; Wentz, first; Russell, second, and Sumpman, third. "WM" is coming in soon, so he says.

"WG," Wolmerding; H. K. Klingensmith, days, and Ed Bronstotter, nights.

"UJ," Pitcairn, we find the same old force as last trip; Mrs. Pringle, first; Miss Huston, second, and Berlin, third. Well, "BJ," don't give us that story about the elephant stepping on your purse, but get in line, as usual.

"GH," we find Miss E. J. Taylor and Miss M. A. Carey, with Pepper, nights; don't know the new man.

"SZ," Stewart, Miss Hawk, first; Eisaman, second, and Miss Deihl, third.

"CP," Larimer, we find Frichman, first; Miller, second; Hilty, third. Say, Frichey, don't forget when your card expires. By the way, Frichey and Jake have been working twelve hours for a few days, while Hilty was hunting. As the story goes, Hilty shot thirteen times at a rabbit after it had been disabled of three of its hoppers.

"MF," Manor, J. M. Crawford, first; C. N. Steiner, second; S. W. Pool, third. "13" Sam is going in the butcher biz. Better take Hilty with you, Sam.

"RG," Radebaugh, L. M. Ullery, first; N. M. Suter, second; W. J. Reed, third.

"GU," Greensburg, F. H. Byers, first; C. P. Monahan, second; E. L. Blyston, third.

"SW," Southwest Junction, S. L. Thompson, first; D. R. Ullery, second; J. H. Cline, third—three up-to-date boys.

"AX," Donahue, W. H. Good, first; W. H. Ruff, second; Jean Pry, third.

"CY," Beatty, J. H. Ray, first; J. P. Ryan, second; Chas. Campbell, third.

"KR," Latrobe, F. A. O'Brien, first; H. L. King, second; G. Witt, third.

Chas. Glenn and Chas. Diehl are all that we are acquainted with on the southwest branch, although we have a great number of up-to-date brothers down there who should wake up and send a list of the boys to Bro. Quick before the 20th inst. for publication.

Our secretary, Bro. Konenkamp, made "BU," Seventeenth street, one of his stopping places for a few minutes several days ago. He was disappointed in finding all the brothers off duty, but "13" he made a good impression on the two nons that he encountered.

New York Division Notes—

A move up all around is in effect in the dispatcher's office, people seeing daylight for the first time in a lifetime in some cases. This is for a "month," to obviate necessity of advertising vacancies, no doubt.

A strange occurrence happened on Grove street, in Jersey, the past week. Ragan dropped a brick and struck Maloney's eye, but business keeps up at \$3.75 per diem, and would so continue if the whole ton had dropped.

The two new interlockers on the meadows will be ready for occupation shortly.

"CA" moves this week to "OS."

A young man of marked ability is said to be on the lookout for a 12-hour daylight gentleman. Do come in out of the wet.

Andy Robinson is still holding fast on "CA," assisted by Sam Sharp and Frank Sorter occasionally, regular ex's, from "Petes."

Bros. Chamberlain and Cahill, all the way back from Buffalo, report everything O. R. T., and all alive.

Bro. George is still on that temporary, probably till after election (U. S. national). Bro. Bill Murray on the "telyphone."

Bros. McKensie and Ward in a brand new fire-proof at Princeton.

Bro. Skeets, from Germantown, always posted; never misses meetings. Several other Chestnut Hill boys in same boat, and room for others.

Bro. Jack McGregor back from convention, and his western trip, reports good time, and has all his hair on.

Freddy Mauer now has the "fever." Western papers, please copy, and give this young man plenty of beefsteak, a la physical culture, and no snowballs, with plenty of heavy work on the outside.

We still increase membership at each meeting, and by a very small effort could double it. One each would do it easily.

Don't forget meetings on 20th, 2 and 8 P. M.; also, note elections take place in spring, instead of autumn, as decided at the convention.

Try and keep track of our increasing membership, as given each month in your TELEGRAPHER; also, keep your eye on results. C. V.

P. S. V. Division—

Seeing nothing in the journal from the P. S. V. Division, thought a few lines might stir up a little enthusiasm among our boys, and cause the brothers to put forth an effort to get the boys into line.

We will begin at Park, going west, where we find Mr. J. Crullers, days, with Bro. J. A. Sweeney, nights.

"XA" spent his vacation at the Buffalo Exposition, and reports having had a most pleasant time.

At Bala is Bro. Boehm, days; H. Eckert, one of our relief men, doing the "owl" act.

At "RO," block office, we find Opr. Frankenfield, days; Mr. Fisher, nights.

At Conshohocken Bro. I. C. Becker is filling vacancy made by Opr. Kane resigning; J. B. Armstead, nights.

At "NQ," block station, is Opr. M. S. Clayton, days, and Bro. Reichwine, regular night man at Bitzwood, nights. "RN" would make a good man for "NQ," but there seems to be more attractions at "BZ" for him. Enuf said.

Opr. Ramsey, regular day man at Franklin avenue, transferred to main office at Reading, on account of some of the boys of that office taking vacation. Opr. Trumbauer, regular night man, working days. "RU" was once a stanch O. R. T. man, but has left the ranks. Opr. Schaeffer, from "NQ," nights.

At Betzwood, Agent Wetzel, days; J. T. Etsel, extra man, nights.

At Perkiomen, J. H. Dilts, days; Bro. J. E. Wagenseller, nights.

At Mont Clare we find the past chief telegrapher of Division 4 in the person of G. A. Richardson, days. "GO" is an all-right O. R. T. man. Nights, we find Bro. E. M. Long, who has just returned from a gunning expedition, reports having had good luck. H. Kaufman filled the chair during his absence.

At Phoenixville Bro. Berger, yard master; Opr. W. P. Luburg, who is contemplating a gunning trip to North Carolina this fall, days; J. E. Williams, nights.

At Spring City is W. Langan, an old main liner, days; Bro. Fry, nights. Bro. Fry spent his vacation at the seashore. I wonder if he was alone. "SHORTY."

Missouri, Kansas & Texas Ry.

Dallas Division—

Bro. John Heston, day operator at Dallas, who lately visited his home in Kentucky, brought back with him a sample of the fair sex of "Old Kaintuck," as his wife. Congratulations, long life and happiness to both of you, John.

Bro. O. D. Davis, who formerly worked nights at "D" office, Dallas, has located in California with the Santa Fe. "OD" was a pleasant, good-natured acquaintance, and all regret to see him leave. Bro. J. J. Walsh relieves him.

Our third trick dispatcher at Hillsboro, Mr. Cornell has lately severed his connection with the Katy, and leaves for other duties. Mr. Davis is his successor.

Bro. Redman is night man at Waxahachie.

President of road Rouse and party have lately been over the line on an inspection trip.

Bro. Lewellyn is working days at "D" office, Dallas.

A third man has been put on during busy season at "SO" yard office, Hillsboro. Bro. Mansfield first, Rooker second, and Crawford third.

Bro. O. M. McCarthy has lately returned to work in dispatcher's office at Hillsboro, after a severe illness. Glad to see you back, "OM."

Bro. John Heston, of Dallas office, has lately resigned his position with Katy, to enter commercial business, having been offered a much more lucrative position. CERT. 2820.

Southern Pacific Ry.

San Joaquin District—

Long live H. B. Perham! The best wishes of this district are with him; may he be as successful as President of the O. R. T. as he has been while our Grand Secretary and Treasurer.

Although our new Grand Secretary, L. W. Quick is not very well known to most of us, we wish him good luck in his new office, and hope he will give us the good literature in THE TELEGRAPHER that we have heretofore enjoyed.

Our division is in pretty good shape, and we hope to see it getting into better right along, and none of us spare an effort to make life miserable for a "non" (of course only by talking to him) until he is with us, and is wearing a white button.

To "SN" from "OX:" Look below and see if there are any old chums of yours in this bunch.

Last month I gave you the line up as far south as "MC," Mojave. Now we continue on to warmer clime, and the next night office we come to is Rosamond, right in the desert, and Mr. Fitzgerald, who has just relieved Mr. Lee there, certainly would be glad to wear the right color, and be invited to a meeting of "Jolly Knights of the Key."

Bro. Keeler, an old timer with us is holding down Lancaster as agent. No night man at this town of artesian water.

Bro. Ramon Aguilar, who was with us in '93," is holding down Palmdale, as agent, and he is as full of fun as ever.

Bro. Scurrah, just of the Canadian Pacific, is sitting up nights, and, as he says, "thinks of the good things he has done, and all the long nights wishing himself back upon the road where operators get a share of the express and commercial work that they do.

Up the four mile hill we go to the next town, consisting of a turntable and depot, we find Mr. Gillum, once a brother, but, we are sorry to say, withdrew, account of a slight financial embarrassment. Come back to us, old man. O. R. T. has probably done a little for you, don't you think? This town is called Vincent, and is held down nights by Mr. Dufur, who says, "I am too young to join O. R. T." We'll make him old.

On to the next. Acton, held down by Mr. Houser, agent; no operator here.

Ravenna, one of the nicest places to live in in the country, is kept good by Bro. Lardner as agent, and Bro. Broome as night operator, who is interested in some oil fields he has just discovered. He has a good deal for every man that talks to him. Millions in it.

Lang is held down by Bro. Slayton as agent, and Bro. Winters who manipulates the brass to-night and to-morrow night, too.

Saugus, with Mr. Ogg as agent, who was once with us, but has a grievance against the Order, and has withdrawn. Come back and be happy and gay like the rest of us, won't you? Bro. Charles Tyler is day operator at this burg, while Bro. Murphy does the owl act.

Mr. Gifford handles the semaphore and mail bags at Newhall.

At Fernando, Mr. Holt, an old-timer, does the night work; Mr. Brown, as day operator. Bro. Creighton as agent. To "H" and "B:" I hope I have not mistaken your colors by calling you Mr. If it should be Bro. I'll take it back. Just call up "KI." Don't get mad; just come in.

Bro. Powell, the oldest operator and agent on division, and probably one of our oldest members, is agent at Burbank. Bro. Wilson, also an old-timer, is doing the night work here, and his son is soon to have in this little town; good luck to the starter.

Bro. Barngrover and Mrs. B. do the work at Chatsworth Park.

In answer to an old-timer of this division, now of Penryn, Cal., will say Sweetzer is now night chief at Bakersfield. Bell, been dispatcher several times, but lost it as often. He has just got a trick once more at Bakersfield, having been operator there as you see from last month's issue.

Bro. Braswell has just left us and gone to take a position as night chief at Oakland, where he had been working as operator until about a year ago he came down here and took a trick.

See you all on some other territory soon again, I hope.

"SHORTY."

El Paso Division—

We must "shorely bait, rope and hog-tie" some good correspondent, and brand him "O. R. T. correspondent" for this division, or folks will assume there are no Order men here. To demonstrate to the citizens of Missouri, we will line them up as we know them.

El Paso, "RK" office, has the following set: Mr. Zevely, manager; Bros. Hazelton, McRea and Etheridge, trick operators. They get rid of that work like a Mexican would of a "drag" of beans and chili. "Pronto."

Ysleta, Sister H. L. DeLay.

San Elzario, Bros. Hurlbut and Furey.

Fabens, Bro. Bacon.

Rio Grande—Bro. Dowler.

Ft. Hancock, Bros. Spencer and J. F. Hiseler.

Finlay, Bros. Whitman and Gerken.

Malone—Bro. La Chappelle.

Sierra Blanca—Bros. Hayden and Del Buono.

Knox, you must tell me, first. That hot water pump job eats up an operator every day or so, and I just cannot keep track of them. Pumper can furnish address of who are the present "incompetents," for an operator can hardly do a "competent" job of telegraphing and pumping combined at that place, on account of water cars, deep well, and the lack of necessary knowledge of hoisting engines, etc. It's a safe bet that they are O. R. T. boys though.

Lobo, Bro. Hackett.

Valentine, Relief agent at present in charge. Operators, Bros. Russell and Hinman.

Marfa, Bro. Hubbard, agent. Bros. Swartout and Spohr, operators.

Alpine, Bros. Maddenfort and L. L. Lyles.

Marathon, Mr. Clark, temporary agent, and Bro. Ragan, owl.

Haymond, Bro. R. G. Leo.

Taber, Bro. Luthy, days, "Quin Sabe," night n.an.

Longfellow, Bro. Thompson and an unknown to me.

Sanderson, Bro. Stansill, agent; Bros. Boone and Gauthreau, operators.

Dryden, Bro. Thompson and F. Hackett, who will be a brother when eligible.

Watkins, Sister Frink.

Samuels, Bros. Morgan and Brown.

Langtry, Bros. Raley and Peterson.

Shumla, Bro. Straw.

Comstock, Bros. Sullivan and Glover.

Devil's River—Bro. Collie.

If the line-up isn't correct, some one more conversant with the location of the boys correct me.

I've tried not to miss giving the title "Bro." where it belongs, and if I have failed, I'll telegraph the Editor to add the name "Bro." to any who prove me mistaken.

There is no "if" or "but" about it. We want this end especially solid O. R. T. We have something to protect, and a solid front is the only proper way to do this.

Give the Local Board your support. Get after the "nons," each of you, as fast as they light. Give the Board time to attend to the little "grievs" as they come, so they can be attended to before they become as ancient as Greek history in Noah's time—the "grievs," I mean.

You who have acquaintances on the other roads out of El Paso, get them in line. Give your Local Chairman their address. Even if it is off of his "beat," he will "sight" them. You cannot be any too wide awake, with the new roads that are crossing our territory. We must expect more work. They must be lined up. Don't wait until they establish a rate so low that none but "stakers" can hold a position on them. To protect what we have, we must be alive.

To keep the burrs from our own fields, we must keep the other side of the fence free from burrs, to avoid the seed blowing over the fence.

Some one able and willing, please appoint himself a committee to "wake" the dead and keep the live awake.

ACTING LOCAL CHAIRMAN.



Grand Division

MUTUAL BENEFIT DEPARTMENT.

Assessment No. 33 is due on December 1, 1901. Time for payment expires January 31, 1902.

AMOUNT OF ASSESSMENTS.

On \$ 300 00 (Series A)	20 cents each.
On 500 00 (Series B)	30 cents each.
On 1,000 00 (Series C)	60 cents each.

BENEFITS PAID DURING NOVEMBER, 1901.

CLAIM No.	NAME.	CAUSE.	CERT. Div. No. SERIES.	AMT.
78 . .	John McGunigle	Meningitis	52 . 2914 . . A . .	\$ 300

FINANCIAL STATEMENT MORTUARY FUND.

RECEIPTS.

Received on Assessment Account to October 31st, 1901	\$71,450 15
Received on Assessment Account, November, 1901	1,270 45
	<u>\$72,720 60</u>

DISBURSEMENTS.

Death Claims paid to October 31st, 1901	\$42,700 00
Death Claims paid in November	300 00
Assessments refunded, account rejected applications	204 78
Assessments transferred to dues, account rejected applications	10 45
Cash on hand to credit Mortuary Fund, November 30th, 1901	29,505 37
	<u>\$72,720 60</u>

L. W. QUICK, *Grand Secretary and Treasurer.*

THE RAILROAD TELEGRAPHER.

OFFICIAL DIRECTORY.

General Offices, St. Louis, Mo.

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ADVERTISING.

All correspondence pertaining to advertising should be addressed to W. N. Gates, Advertising Manager Garfield Building, Cleveland, Ohio.

DIVISION DIRECTORY.

GRAND DIVISION—Attached membership not confined to any particular railroad or territory. H. B. Perham, President, St. Louis, Mo.; L. W. Quick, Grand Secretary and Treasurer, St. Louis, Mo.

NO. 1, MONTREAL, QUEBEC—Division covers the Grand Trunk Railway System. Meets subject to call of Chairman. R. H. Reynolds, Gen'l Chairman, Beechville, Ont.; P. H. Hebert, Gen'l S. & T., St. Isadore Jct., Que.; D. L. Shaw, Ass't Gen'l S. & T., 769 King st., East London, Ont.

NO. 2, ST. LOUIS, MO.—Meets 1st and 3d Monday each month, at 8 p. m., Hall No. 4, I. O. O. F. Building, Olive st., between 8th and 9th sts., St. Louis, Mo. L. W. Quick, Chief Telegrapher, Room 918 Fullerton Building, St. Louis, Mo.; P. L. Yerby, S. & T., 918 Fullerton Building, St. Louis, Mo.

NO. 3, HARRISBURG, PA.—Meets 1st Thursday each month in Ensinger's Hall, Corner Third and Cumberland sts., Harrisburg, Pa.; and at some point on Middle Division P. R. R., 3d Thursday evening each month, 7 p. m. D. M. Shelley, Chief Tel., Duncannon, Pa.; S. D. Howard, S. & T., 304 Calder st., Harrisburg, Pa.

NO. 4, PHILADELPHIA, PA.—Meets on 1st Saturday at 8 p. m., at Room A, Odd Fellows' Temple, Broad and Cherry sts., Philadelphia, Pa. A. Strickland, Jr., Chief Tel., 3421 Spring Garden st., Philadelphia, Pa.; W. C. Frazier, S. & T., 4251 Pennsgrove st., Philadelphia, Pa.

NO. 5, KANSAS CITY, MO.—Division covers the Kansas City, Pittsburg & Gulf Railroad System. Meets subject to call of Chairman, E. T. Nickel, G. C., Amsterdam, Mo.; D. E. Chambers, Gen'l S. & T., Merwin, Mo.

NO. 6, OMAHA, NEB.—Division covers the Union Pacific Railroad System. Meets subject to call of Chairmen. F. A. Baldwin, Gen'l Chairman, Lock Box 26, Milliard, Neb.;

David Cashmore, Ass't Gen'l Chairman, Denver, Colo.; J. L. Chandlee, Gen'l S. & T., Junction City, Kan.

NO. 7, MONTREAL, QUEBEC.—Division covers the Canadian Pacific Railroad System. Meets subject to call of Chairmen. W. H. Allison, Gen'l Chairman, 70 Melbourne av., Parkdale, Toronto, Ont.; R. R. Jelly, Gen'l S. & T., Chatham, Ont.; P. D. Hamel, Ass't Gen'l S. & T., Blue Bonnets, P. Q.

NO. 8, BUFFALO, N. Y.—Meets 4th Thursday each month at 8:30 p. m. at Zaepfel's Hall, corner Broadway and Bailey av., Buffalo, N. Y.; W. O. Jackson, Chief Tel., 106 Brinkman st., Buffalo, N. Y.

NO. 9, NORTH VERNON, IND.—Meets 3d Saturday of each month at 8 p. m. at K. & L. of H. Hall, Fifth st., North Vernon, Ind.; G. J. Bernhart, Chief Tel., Moore's Hill, Ind.; J. E. Hudson, S. & T., Hayden, Ind.

NO. 10, KNOXVILLE, TENN.—Meets 1st Saturday night of each month at K. P. Hall, Depot st., Knoxville, Tenn. W. L. Webster, Local S. & T., Route 5, Knoxville, Tenn.

NO. 11, OLD TOWN, MAINE—Meets 4th Sunday each month at 1 p. m., Arcanum Hall, 116 Main st., Bangor, Me. H. N. Bates, Chief Tel., Gardiner, Me.; B. A. Brackett, S. & T., 32 Coombs st. Bangor, Me.

NO. 12, BELPRE, OHIO—Meets 4th Wednesday of each month, at 626 Depot st., Parkersburg, W. Va. P. Costello, Chief Tel., Belpre, Ohio; G. J. Steurer, S. & T., 626 Depot st., Parkersburg, W. Va.

NO. 13, WEST SUPERIOR, WIS.—Meets 3d Sunday of each month, at 8 p. m., at Ritchie Hall, 806 Tower av., West Superior, Wis. D. A. Short, Chief Tel., 1620 Oaks av., West Superior, Wis.; D. A. Short, S. & T., 1620 Oaks av., West Superior, Wis.

NO. 14, ROANOKE, VA.—Division covers the Norfolk & Western Railway System. Meets

THE RAILROAD TELEGRAPHER.

- subject to call of Chairman. C. E. Layman, Gen'l Chairman, Troutville, Va.; T. H. Lankford, Gen'l S. & T., Cloverdale, Va.
- NO. 15, OTTAWA, ONT.—Meets on 4th Sunday of each month at Glen Robertson, Ont. D. Robertson, Chief Tel., Glen Robertson, Ont.; R. E. Allison, S. & T., Glen Robertson, Ont.; P. D. Hamel, Ass't S. & T., Blue Bonnets, P. Q.
- NO. 16, NIAGARA FALLS, ONT.—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. m., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. H. G. Wiltse, Chief Tel., Niagara Falls, Ont.; B. Knight, S. & T., Niagara Falls, Ont.
- NO. 17, BALTIMORE, MD.—Meets 3d Friday of each month at 205 Fayette st., Baltimore, Md. Q. A. Geise, Chief Tel., Union Station, Baltimore, Md.; J. B. Finnan, S. & T., General Delivery, Baltimore, Md.
- NO. 18, CLEVELAND, OHIO—Division covers the New York, Chicago & St. Louis Railroad System. Meets subject to call of Chairman. R. W. Keyes, Gen'l Chairman, Conneaut, Ohio; F. R. Terbrack, Gen'l S. & T., 69 Yonkers st., Cleveland, Ohio.
- NO. 19, FORT WORTH, TEX.—Meets on the 3d Monday each month at 8 p. m. B. H. Green, Chief Tel., care F. W. & D. C. Frt. Office, Ft. Worth, Tex. B. H. Green, Sec'y and Treas., 315 E. Weatherford st., Ft. Worth, Tex.
- NO. 21, CINCINNATI, OHIO—Division covers the Cincinnati, Hamilton & Dayton Railroad System. Meets subject to call of Chairman. John G. Wenk, Gen'l Chairman, Glendale, Ohio; A. C. Bushaw, Gen'l S. & T., 438 So. Cincinnati st., Dayton, Ohio.
- NO. 22, ST. LOUIS, MO.—Division covers the Missouri, Kansas & Texas Railroad System. Meets subject to call of Chairman. E. B. Hill, Gen'l Chairman, Troy, Tex.; F. N. McQuarie, Gen'l S. & T., Oswego, Kan.
- NO. 23, TOPEKA, KAN.—Division covers Atchison, Topeka & Santa Fe Railroad System. Meets subject to call of Chairman. S. S. Comer, Gen'l S. & T., 917 Fullerton Building, St. Louis, Mo.
- NO. 24, WILLIAMSPORT, PA.—Meets 2d Tuesday of each month at 8 p. m., Whitman Hall, West 4th st., Williamsport, Pa., and on the 4th Wednesday of each month at 8 p. m., Harmon's Hall, Main st., Lock Haven, Pa. C. E. Sturgis, Chief Tel., 44 Linck Building, Williamsport, Pa.; J. I. Klingenger, Gen'l S. & T., Sunbury, Pa.
- NO. 25, PALESTINE, TEXAS—Division covers the International & Great Northern Railway System. Meets subject to call of Chairman. W. L. Holder, Gen'l Chairman, Franklin, Texas; B. C. Palmer, Gen'l S. & T., McNeil, Texas.
- NO. 26, BRUNSWICK, MD.—Meets 1st Friday of each month at 8 p. m., at Red Men's Hall, Brunswick, Md. C. D. Shewbridge, Chief Tel., Keep Tryst, Md.; Eugene Harrison, S. & T., Brunswick, Md.
- NO. 30, PHILADELPHIA, PA.—Meets 3d Friday at 8 p. m., in Dental Hall, N. W. corner Thirteenth and Arch sts., Philadelphia, Pa. J. P. Simons, Chief Tel., 517 Chestnut st., Darby, Pa.; James Hutton, S. & T., 1489 North Fifty-Third st., Philadelphia, Pa.
- NO. 31, ST. LOUIS, MO.—Division covers the Missouri Pacific Railroad System. Meets subject to call of the Chairman. T. W. Barron, Gen'l Chairman, Mo. Pac. Tel. Office, Room 9 Equitable Building, St. Louis, Mo.; F. L. True, Gen'l S. & T., 914 E. Fifth st., Sedalia, Mo.
- NO. 32, ST. LOUIS, MO.—Division covers the St. Louis & San Francisco Railroad System. Meets subject to call of the Chairman. J. W. Knightlinger, Gen'l Chairman, Monett, Mo. C. K. Clayton, Ass't Gen'l Chairman, Pratt City, Ala.; L. Stevens, Gen'l S. & T., Valley Park, Mo.
- NO. 35, PROVIDENCE, R. I.—Meets 3d Saturday each month at K. of P. Hall, 193 Westminster st., Providence, R. I. Geo. E. Joslin, Chief Tel., Box 101, Auburn, R. I.; D. W. Dean, S. & T., Box 228, Auburn, R. I.
- NO. 36, ANDOVER, OHIO—Meets last Thursday evening of each month at 7 o'clock at J. O. U. A. M. Hall, Andover, O. G. F. Wolcott, Chief Tel., Williamsfield, O.; E. H. Rood, S. & T., Andover, O.
- NO. 38, COLUMBUS, OHIO—Meets 2d Monday evening, at 8 o'clock, at Odd Fellows' Temple, S. High st., Columbus, O.; Edward H. Hanna, Chief Tel., 1265 Michigan av., Columbus, O. Percy E. Wright, S. & T., Box 148, Worthington, O.
- NO. 39, SAGINAW, MICH.—Division covers the Pere Marquette Railroad System. Meets subject to call of Chairman. A. A. Watson, Gen'l Chairman, Brighton, Mich.; R. R. Darwin, Gen'l S. & T., 236 Spruce st., Saginaw, Mich.; Local Chairmen, Frank Dolph, Northville, Mich. (Toledo to Saginaw); E. F. Black, Midland, Mich. (Saginaw to Clare); H. A. Stroupe, Clare, Mich. (Clare to Manistee and Ludington); J. F. Gladly, Vassar, Mich. (Saginaw to Port Huron); A. R. Brooks, Minden City, Mich. (Port Huron to Almont and Grindstone City, also S. T. & H. R. R.); T. H. Wallace, Edmore, Mich. (Saginaw to Edmore); E. R. Potter, Remus, Mich. (Edmore to Freeport); C. Newton, Milbrook, Mich. (Edmore to Grand Ledge); W. G. Strenger, Hudsonville, Mich. (Grand Ledge to Ottawa Beach.); Jas. Ingalls, Hartford, Mich. (Ottawa Beach to LaCrosse); W. G. Barnaby, Holland, Mich. (Holland to Pentwater); S. A. Hathaway, Thompsonville, Mich. (Thompsonville to Grand Rapids); F. N. Stuart, Bellaire, Mich. (Thompsonville to Bay View).
- NO. 40, RICHMOND, Va.—Division covers Chesapeake & Ohio Railway System. Meets sub

THE RAILROAD TELEGRAPHER.

- ject to call of Chairman. E. L. Stratton, Gen'l Chairman, Balcony Falls, Va.; G. P. Grogan, Gen'l S. & T., Russell, Ky.
- NO. 42, NEW YORK, N. Y.—Division covers the Erie Railroad System. Meets subject to call of Chairman. C. H. McConney, Gen'l Chairman, Ashland, O.; W. L. Abbott, Gen'l S. & T., Hammond, Ind.
- NO. 44, NEW YORK, N. Y.—Meetings 2d Wednesday at 8 p. m. and 3d Tuesday at 10 a. m., of each month, Klobutcheck's Hall, corner Vernon and Borden avs., Long Island City, N. Y. E. W. Grassmyer, Chief Tel., Corona, L. I., N. Y.; H. E. Regensburg, S. & T., 162 Twelfth st., Long Island City, N. Y.
- NO. 47, CHARLOTTETOWN, P. E. I.—Meets 3d Thursday of each month at 8 p. m. at B. I. S. Hall, Charlottetown, P. E. I. G. R. McMahon, Chief Tel., Emerald, P. E. I.; P. W. Clarkin, S. & T., Charlottetown, P. E. I.
- NO. 48, LIMA, OHIO—Division covers the Ohio Southern Railroad System. Meets subject to call of Chairman E. English, Gen'l Chairman, Jackson, Ohio; R. F. Exline, Gen'l S. & T., Quincy, O.
- NO. 49, PUEBLO, COLO.—Division covers the Denver & Rio Grande Railway System. Meets subject to call of Chairman. R. P. Rubin, Gen'l Chairman, Salida, Colo.; L. H. Woolsey, Gen'l S. & T., Swallows, Colo.
- NO. 50, PORTLAND, ORE.—Meets on 3d Monday of each month at 9 p. m., at Portland, Ore. J. Bagley, Chief Tel., Hood River, Ore.; A. O. Sinks, S. & T., Jefferson St. Depot, Portland, Ore.
- NO. 51, GROVE CITY, PA.—Division covers B. & L. E. Railway System. Meets subject to call of Chairman. R. O. Waddell, Gen'l Chairman, Cranesville, Pa.; B. E. Crouch, S. & T., Conneault Lake, Pa.
- NO. 52, PITTSBURG, PA.—Meets 1st and 3d Saturday each month at 8 p. m., at Rosso's Hall, 229-231 Diamond st., Pittsburg, Pa. M. D. Ullery, Chief Tel., 3 Whitney Terrace, Pittsburg, Pa.; S. J. Konenkamp, Sec'y, 2705 Jane st., Pittsburg, Pa.; W. L. Grubb, Treas., 2329 Sarah st., Pittsburg, Pa.
- NO. 53, SAN FRANCISCO, CAL.—Southern Pacific System Division covers the Southern Pacific Railway lines. Meets subject to call of Chairman. W. E. Davidson, Gen'l Chairman, Hotel Metropole, Oakland, Cal.; D. W. Koppikus, Gen'l S. & T., East Oakland, Cal.
- NO. 54, ST. PAUL, MINN.—Division covers the Northern Pacific Railway System. Meets subject to call of Chairman. F. A. Brown, Gen'l Chairman, Marshall, Wash.; F. S. Champion, Gen'l S. & T., Room 14, Lexington Apartment, Butte, Mont.
- NO. 55, CLEVELAND, OHIO—Division covers the Wheeling, Lake Erie Railway System. Meets subject to call of Chairman. F. H. Howe, Gen'l Chairman, Curtice, Ohio; F. H. Hess, Gen'l S. & T., Wheeling, W. Va.
- NO. 56, QUINCY, ILL.—Division covers the Omaha, Kansas City & Eastern and the Omaha & St. Louis Railroad. Meets subject to call of Chairman. L. E. Schoene, Gen'l Chairman, Brasher, Mo.; J. S. Burkhard, Gen'l S. & T., McFall, Mo.
- NO. 57, HOUSTON, TEX.—Division covers the Houston & Texas Central Railroad System. Meets subject to call of Chairman. W. J. Burke, Gen'l Chairman, Denison, Tex.; G. C. Morgan, Gen'l S. & T., Hearne, Tex.
- NO. 58, WILMINGTON, DEL.—Meets 3d Tuesday evening, 3d floor Western Union Building, Third and Market sts., Wilmington, Del. P. Charles Bogan, Chief Tel., Edgemoor, Del.; W. J. Holton, Gen'l S. & T., Iron Hill, Md.
- NO. 59, BOSTON, MASS.—Division covers the Boston & Maine Railroad System. Meets subject to call of Chairman. J. B. Bode, Gen'l Chairman, Chelsea, Mass.; J. B. Belding, Gen'l S. & T., Gilbertsville, Mass.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blais, Chief Tel., Causapschal, Que.; R. A. McMillan, S. & T., Eel River Crossing, N. B.
- NO. 62, CLEVELAND, OHIO—Meets 1st Saturday evening at B. of L. F. Hall, cor. Pearl and Jay sts., Cleveland, Ohio. C. F. Mayer, Chief Tel., 231 Wade av., Cleveland, Ohio; J. T. Coffey, S. & T., 20 Kane st., Cleveland, Ohio.
- NO. 63, MONCTON, N. B.—Meets 3d Thursday of each month at 6:30 p. m. in Mason's Hall, Main st., Moncton, N. B. S. C. Charters, Chief Tel., Point du Chene, N. B.; M. McCarron, S. & T., Moncton, N. B.
- NO. 64, LEVIS, QUE.—Meets 4th Friday of each month at 8 p. m., at Terminus Hotel, Levis, Que. J. H. O'Hebert, Chief Tel., Maddington Falls, Que.; B. Demers, S. & T., St. Apollinaire, Que.
- NO. 65, GRAFTON, W. VA.—Meets 4th Wednesday of each month at 8 p. m., K. of P. Hall, Main st., Grafton, W. Va. L. G. Cockrell, Chief Tel., Tunnellton, W. Va.; E. F. Garity, S. & T., Box 54, Grafton, W. Va.
- NO. 66, TRURO, N. S.—Meets 3d Thursday of each month at Crowes' Hall, Inglis st., Truro, N. S. J. W. Gunn, Chief Tel., Belmont, N. S.; Geo. O. Forbes, S. & T., Spring Hill Jct., N. S.
- NO. 67, WILKESBARRE, PA.—Meets on the 2d Friday each month, at 8 p. m., O. U. A. M. Hall, No. 31 W. Market st., Wilkesbarre, Pa. E. E. Evans, Chief Tel., 136 S. Grant st., Wilkesbarre, Pa.; J. Nelligan, S. & T., Ashley, Pa.
- NO. 68, CUMBERLAND, MD.—Meets 3d Wednesday of each month at 8 p. m., at Mechanics' Hall, cor. Baltimore and Liberty sts., Cumberland, Md. W. G. Morris, Chief Tel., 2 Polk st., Cumberland, Md.; R. Cornwell, S. & T., Patterson's Depot, W. Va.
- NO. 69—OGDEN, UTAH—Meets 2d Wednesday in each month at 8 p. m. at Johnson's Hall, Ogden, Utah. A. D. F. Reynolds, Chief Tel.,

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- NO. 71, OSKALOOSA, IOWA—Meets 3d Wednesday in each month at 8 p. m., at Oskaloosa, Iowa. L. P. Ballinger, Chief Tel. and S. & T., Lacey, Iowa.
- NO. 72, ST. JOSEPH, MO.—Meets 3d Tuesday of each month at 8 p. m. at 623 Mount Mora Road, St. Joseph, Mo. H. E. Trader, Chief Tel., St. Joseph, Mo.; W. E. Reese, S. & T., Box, 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Saturday of each month at 8 p. m., on the 4th floor Odd Fellows' Hall, Broadway, Mauch Chunk, Pa. J. D. Kuntz, Chief Tel., Mauch Chunk, Pa.; Hon. J. N. Weiler, S. & T., Lock Box 17, E. Mauch Chunk, Pa.
- NO. 74, ELIZABETH, N. J.—Meets 2d Saturday, 8 p. m., each month, in Star Theater Building, East Jersey st., near Broad st., Elizabeth, N. J. I. H. Fox, Chief Tel., 119 Price st., Elizabeth, N. J.; H. P. Sebring, S. & T., 1116 Hampton place, Elizabeth, N. J.
- NO. 75, MACON, GA.—Meets 2d Sunday each month at 7:30 p. m., in Odd Fellows' Hall, over McManus Furniture Store, Cherry st., Macon, Ga.; E. P. McLain, Chief Tel., Box 115, Macon, Ga.; J. P. Mercer, S. & T., Macon, Ga.
- NO. 76, CHICAGO, ILL.—Division covers the entire Chicago & Northwestern Railroad. Meets subject to the call of Chairman. H. R. Martin, Gen'l Chairman, Carnforth, Iowa; C. A. Ransom, Gen'l S. & T., Roscoe, Ill.
- NO. 77, DENVER, COLO.—Meets 2d Friday evening in each month at A. O. H. Hall, 1536 Lawrence st., Denver, Colo. L. D. Grace, Chief Tel., 354 Equitable Building, Denver, Colo.; A. B. Haines, S. & T., Room 39, Union Depot, Denver, Colo.
- NO. 78, BOSTON, MASS.—Meets 2d Tuesday evening each month at 8 o'clock. Thomas Nelson, Local S. & T.
- NO. 81, COLORADO SPRINGS, COLO.—Division covers the Colorado Midland Railroad System. Meets subject to the call of the various Chairmen. B. A. Beckenstein, Gen'l Chairman, Woodland Park, Colo.; W. J. Lewis, Gen'l S. & T., Woodland Park, Colo.
- NO. 82, NEW YORK—Division covers the Delaware, Lackawanna & Western Railroad. Meets subject to the call of the Chairman. J. E. Schu, Gen'l Chairman, Portway, N. Y.; L. B. Bennett, Gen'l Sec'y, Wayland, N. Y.
- NO. 83, BANGOR, ME.—Division covers the Bangor & Aroostook Railroad. Meets subject to the call of the Chairman. F. S. Burpee, Gen'l Chairman, Fort Fairfield, Me.; B. E. Webber, Gen'l S. & T., Old Town, Me.
- NO. 84, CAMDEN, N. J.—Meets 2d Friday at 8 p. m. at Morgan's Hall, 4th and Market sts., Camden, N. J. G. H. Bogart, Chief Tel., 720 Linden st., Camden, N. J.; W. S. Cafferty, S. & T., 28 West Cedar av., Merchantville, N. J.
- NO. 85, TRENTON, N. J.—Meets 1st Friday at 8 p. m., and 3d Friday at 2:30 p. m. at Concordia Hall, 33 West State st., Trenton, N. J. Geo. W. Haines, Chief Tel., 21 Lincoln av., Trenton, N. J.; N. T. Bryson, S. & T., 53 Yard av., Trenton, N. J.
- NO. 86, ALTOONA, PA.—Meets 4th Saturday of each month at 8 p. m., at I. O. O. F. Hall, Twelfth st., between Tenth and Eleventh avs., Altoona, Pa. J. W. McCoy, Chief Tel., Kipple, Pa.; Geo. D. Dinges, S. & T., 2105 4th av., Altoona, Pa.
- NO. 87, SCRANTON, PA.—Meets 1st Monday of each month, Watt's Hall, Carbondale, Pa., and 3d Monday, each month, Raub's Hall, 134 Wyoming av., Scranton, Pa.; M. F. O'Malley, Chief Tel., Olyphant, Pa.; P. F. Kilker, S. & T., Mayfield, Pa.
- NO. 88, DALLAS, TEX.—Division covers the Texas & Pacific Railway. Meets subject to the call of the chairman. J. T. Perrin, Gen'l Chairman, Midland, Tex. W. A. Brown, Gen'l S. & T., Fordoche, La.
- NO. 89, OCALA, FLA.—M. W. Hogan, Chief Tel., Hawthorne, Fla.; L. H. Hubbard, S. & T., Ocala, Fla.
- NO. 90, UTICA, N. Y.—Meets 1st Sunday, at 8 p. m., and 3d Sunday at 2 p. m., at Post Bacon Hall, Charlotte st., Utica, N. Y. R. C. Dockstader, C. T., 298 Seymour av., Utica, N. Y.; H. G. McCarthy, S. & T., P. O. Box 34, Oriskany, N. Y.
- NO. 91, TOLEDO, OHIO.—Meets 3d Sunday, at 2:30 p. m., at Room 4, Pythian Castle, cor. Jefferson and Ontario sts., Toledo, Ohio. G. L. Stiles, C. T., West Toledo, Ohio; J. Callahan, S. & T., 665 Balfe st., Toledo, Ohio.
- NO. 92, ROCHESTER, N. Y.—Covers the Buffalo, Rochester & Pittsburgh Railway. Meets subject to the call of the Chairman. W. H. Heustis, Gen'l Chairman, Bliss, N. Y.; C. P. Lerch, Gen'l S. & T., 205 Main st., DuBois, Pa.
- NO. 93, CHICAGO, ILL.—Covers the Illinois Central Railroad. Meets subject to the call of the Chairman. J. J. Dermody, Gen'l Chairman, Mounds, Ill. (Beechwood P. O.); R. L. Shannon, Gen'l S. & T., Anna, Ill.
- NO. 94, MERIDIAN, MISS.—H. C. Mauldin, Chief Tel., in care of M. & O. Frt. Yard, Mobile, Ala. C. E. Hendley, S. & T., Artesia, Miss.
- NO. 95, CORNING, N. Y.—WELLSBORO, PA.—Meets alternately each month, as follows: At Wellsboro, Pa., in Maccabee Hall, at 2:30 p. m.; at Corning, N. Y., in G. A. R. Hall, 47 Market st., 7:30 p. m. A. G. Louk, Chief Tel., Fernbaugh, N. Y. W. H. Thurber, S. & T., Wellsboro, Pa.



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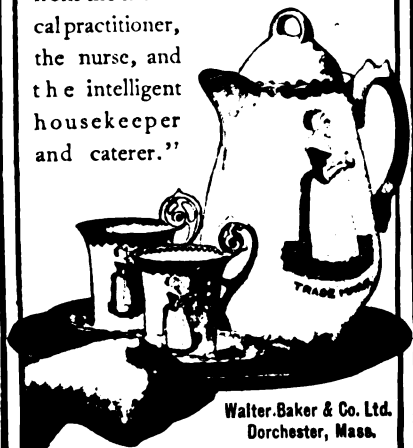
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